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MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL RAILROAD AND FINANCIAL NEWSPAPER.

NEW MILL EQUIPMENT.

The fates seem not to have finished with our friends of New England. They have seen their trade decrease, their dividends shrink and disappear. Now the future seems to have in store a blow which may be climaxical in effect. For years they have been producing print cloths of 24 to 25-inch width. Now these cloths are being superseded by cloths of 35 and 36-inch width. To compete with the new mills and with the Southern mills it will be necessary to equip with wider looms. The expense of this is immeasurable, but the dictum of the market is that a continuance of the present standstill policy will further contract New England's importance as a mill factor.—Dry Goods Chronicle.

THE FULL TABLE OF CONTENTS WILL BE FOUND ON PAGE 334.

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VOL. XXXIII No. 20.

Baltimore, June 10, 1898.

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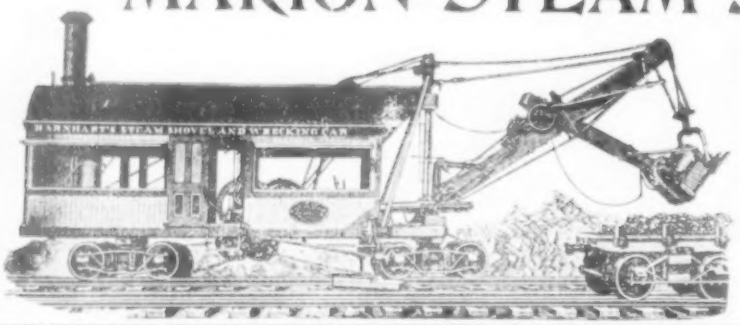

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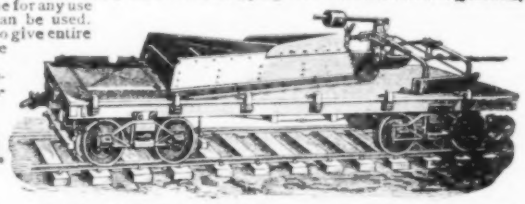

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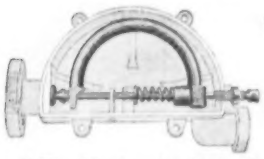

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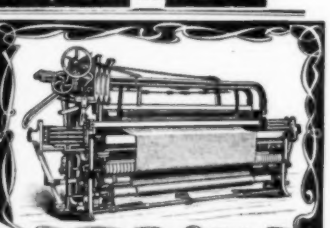

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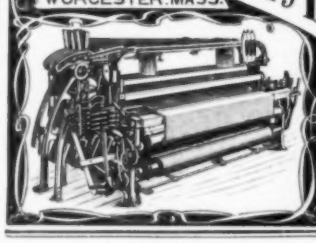

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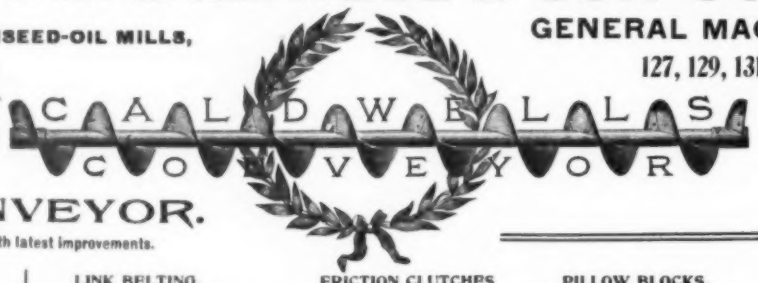

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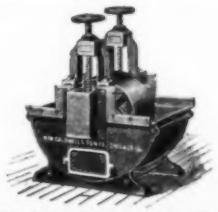

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Wallace Stebbins, Baltimore, Md.

Steamship Lines.
Detroit & Cleveland Nav. Co., Detroit, Mich.
Buffalo & Cleveland Transit Co., Cleveland, O.
Richmond & York River Line, Balto., Md.
Merchants & Miners' Trans. Co., Balto., Md.
Bay Line Steamers, Baltimore, Md.
Baltimore Storage & Light. Co., Balto., Md.

Steel. (Manufacturers of)
Janney & Steinmetz, Philadelphia, Pa.
Aetna Stand. Iron & Steel Co., Bridgeport, O.
Apollo Iron & Steel Co., Pittsburg, Pa.
Chester Steel Castings Co., Phila., Pa.
Chrome Steel Works, Brooklyn, N. Y.

Steel. (Safe and Vault.)
Chrome Steel Works, Brooklyn, N. Y.

Stokers. (Mechanical.)
American Stoker Co., New York, N. Y.
Westinghouse Machine Co., Pittsburg, Pa.
The Playford Stoker Co., Cleveland, O.
Wilkinson Mfg. Co., Philadelphia, Pa.

Stoppers and Nozzles. (For Furnaces.)
R. B. Seidel, Philadelphia, Pa.

Stoves.
Broomell, Schmidt & Co., Ltd., York, Pa.

Stoves. (Gasoline.)
Schneider & Trenkamp Co., Cleveland, O.

Studs, Nuts.
Franklin S. Miles, Philadelphia, Pa.

Switch Boards, Switches, etc.
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Westinghouse Elec. & Mfg. Co., Pittsburg, Pa.

Tanks. (Iron and Steel.)
Aerostatic Power Co., Baltimore, Md.
Janney & Steinmetz, Philadelphia, Pa.
The Klechler Mfg. Co., Cincinnati, O.
The Means & Fulton Iron Works, Birmingham, Ala.
Riter-Conley Co., Pittsburg, Pa.
York Mfg. Co., York, Pa.
Broomell, Schmidt & Co., Ltd., York, Pa.
Alabama Bridge & Boil. Co., Birmingham, Ala.
Hartley's Boiler Works, Montgomery, Ala.
Lombard Iron Wks. & Sup. Co., Augusta, Ga.
Pittsburg Locomotive Wks., Pittsburg, Pa.
Birmingham Boiler Wks., Birmingham, Ala.
Tudor Boiler Mfg. Co., Cincinnati, O.
Valk & Murdoch Iron Wks., Charleston, S.C.

Tanks. (Wood.)
G. M. Davis & Son, Palatka, Fla.
H. F. Lewis & Co., Ltd., New Orleans, La.

Tarred Goods.
C. S. Garrett & Son, Philadelphia, Pa.

Telephones.
The Rawson Electric Co., Elyria, O.

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Aetna Stand. Iron & Steel Co., Bridgeport, O.
C. M. Gilbert & Co., Savannah, Ga.

Terra Cotta.
Pomona Terra Cotta Co., Pomona, N. C.
V. H. Kriegshaber, Atlanta, Ga.

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Crompton & Knowles Loom Works, Worcester, Mass.
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Branson Machine Co., Philadelphia, Pa.
Lowell Machine Shop, Lowell, Mass.
American Supply Co., Providence, R. I.
Draper Co., Hopedale, Mass.
Whitinsville Spin. Ring Co., Whitins'e, Mass.
Mason Machine Works, Taunton, Mass.
Charlotte Machine Co., Charlotte, N. C.
Kilburn, Lincoln & Co., Fall River, Mass.
Providence Machine Co., Providence, R. I
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Cardwell Machine Co., Richmond, Va.
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Fifield Tool Co., Lowell, Mass.
Chas. H. Besly & Co., Chicago, Ill.
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Charleston, S. C.

Tramway. (Overhead.)
Cohoes Iron Fdry. & Mch. Co., Cohoes, N. Y.
Coburn Trolley Track Mfg. Co., Holyoke, Mass.

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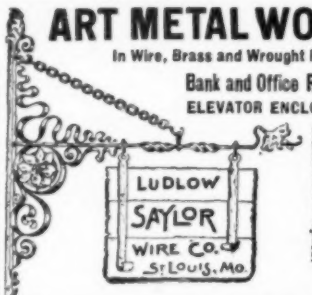

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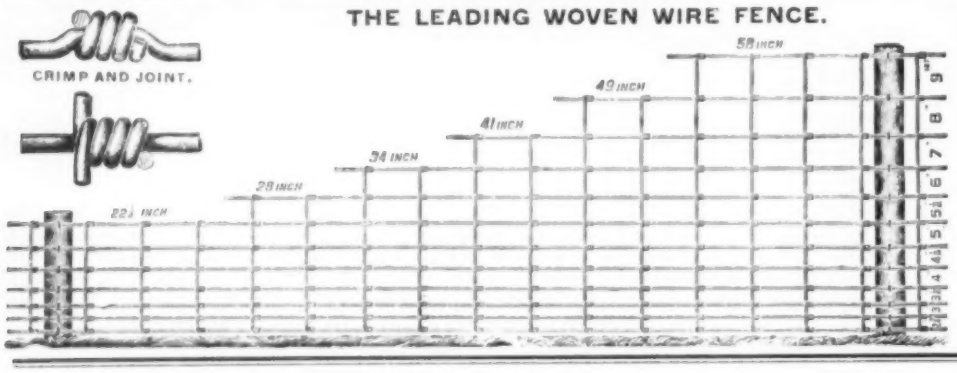

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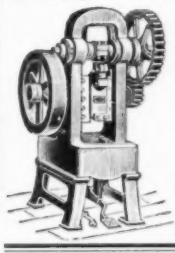

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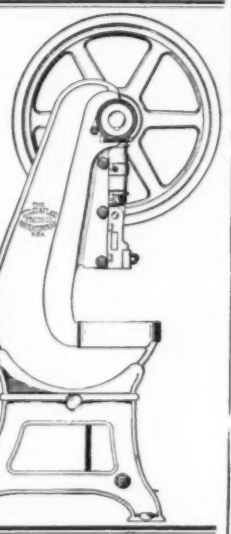

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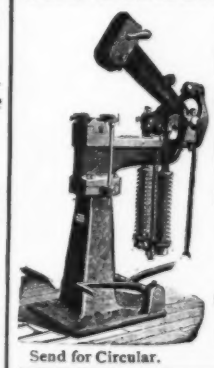

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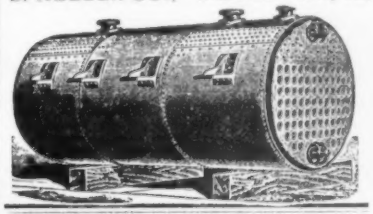

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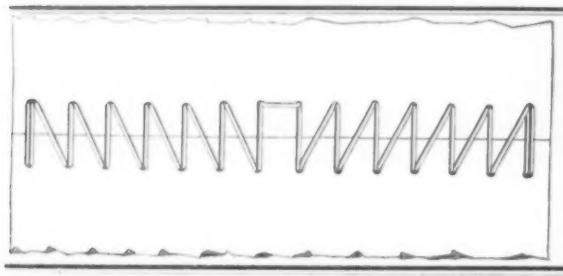

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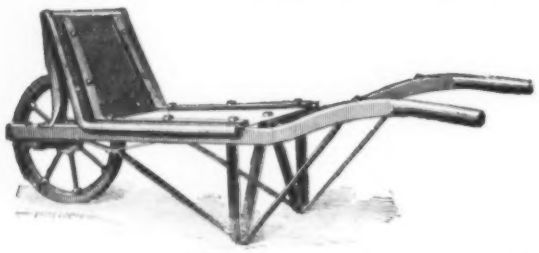

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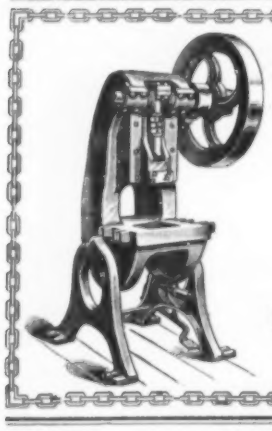

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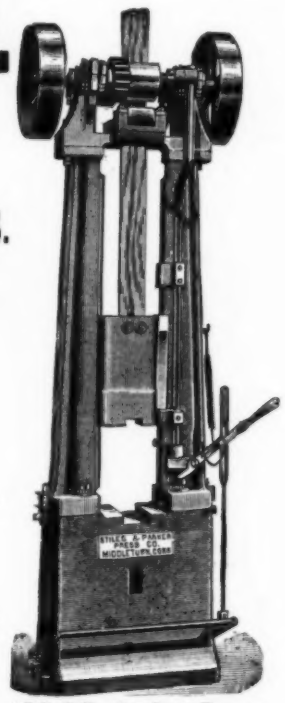

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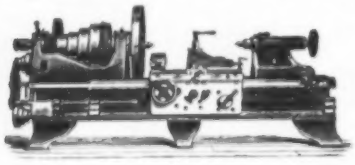

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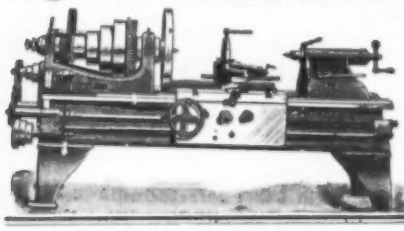

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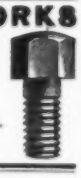

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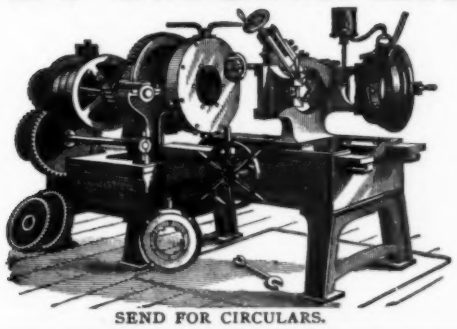

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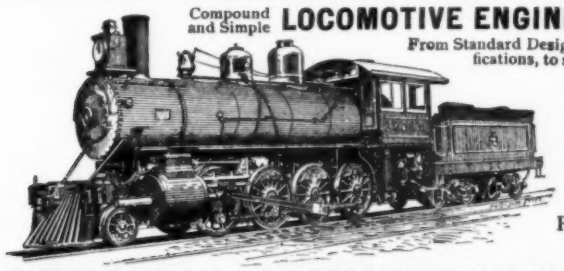

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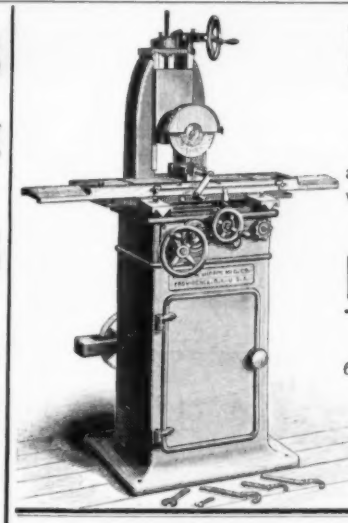

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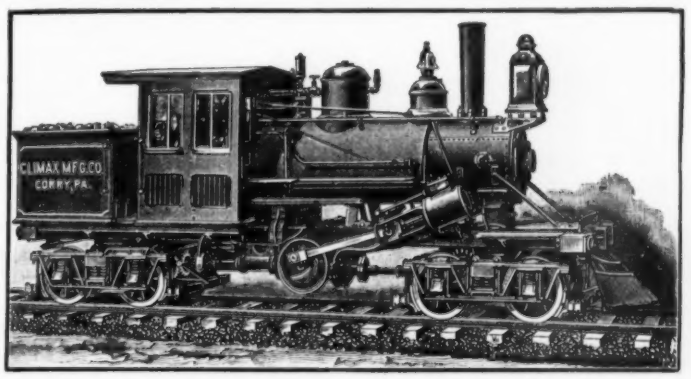

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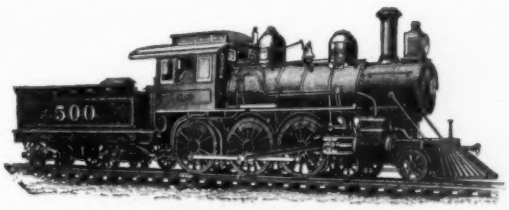

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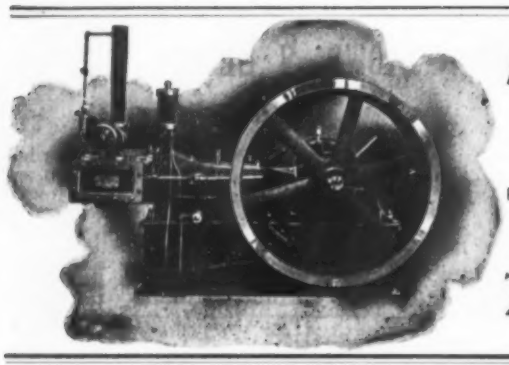

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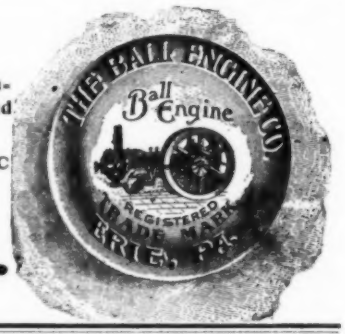

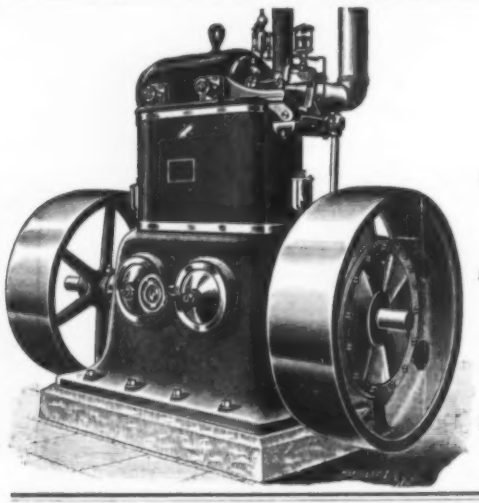

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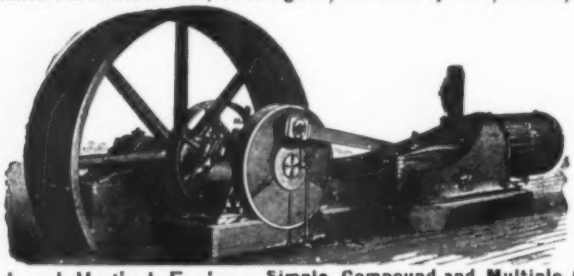

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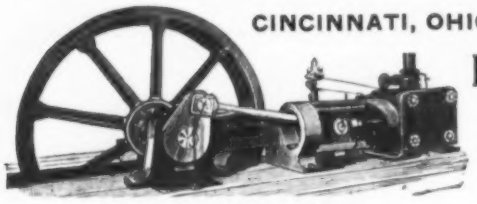

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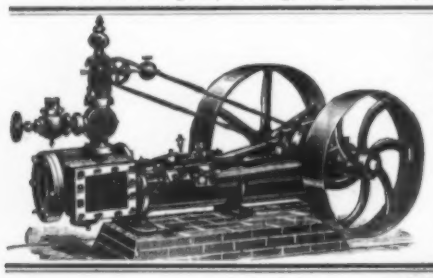

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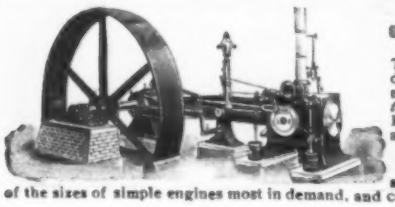

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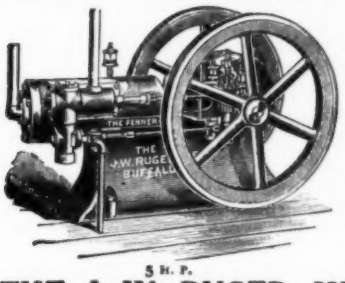

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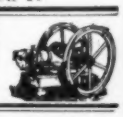

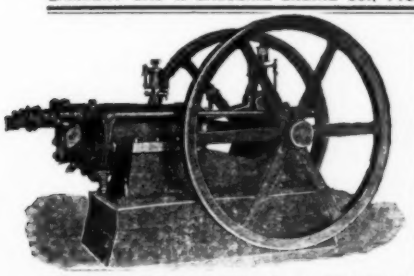

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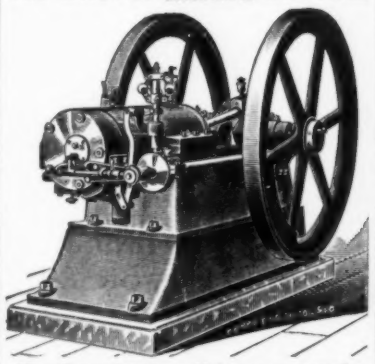

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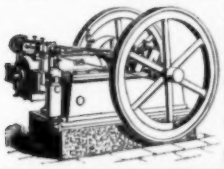

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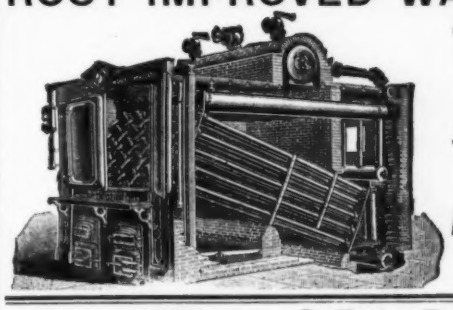

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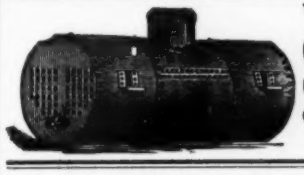

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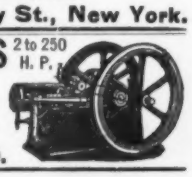

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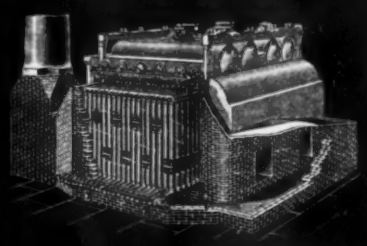

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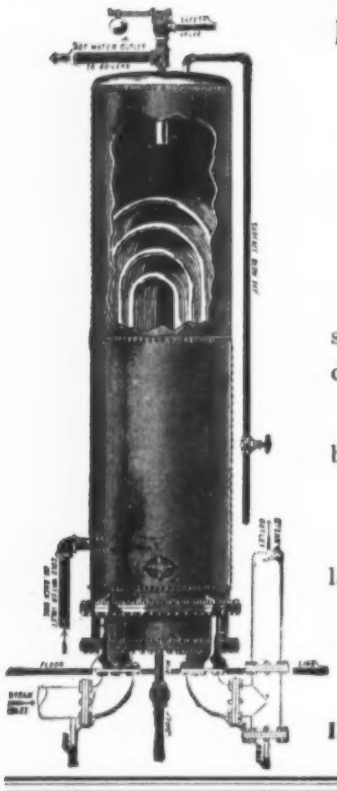

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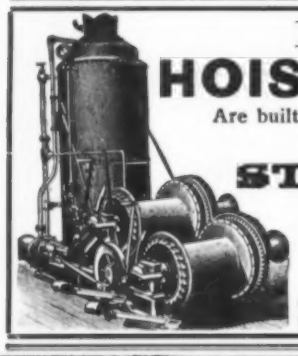

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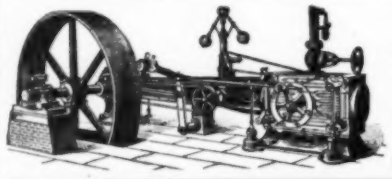

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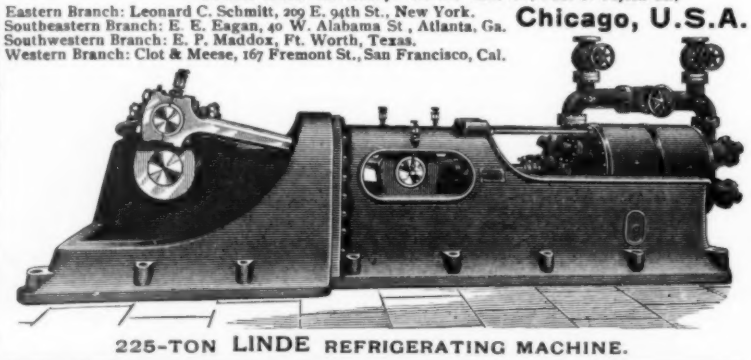

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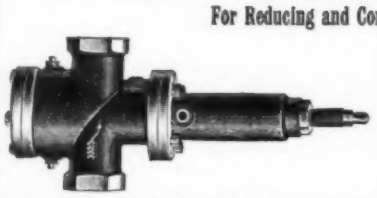

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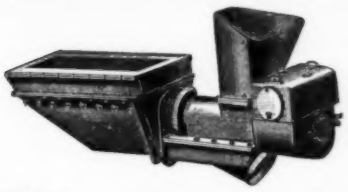

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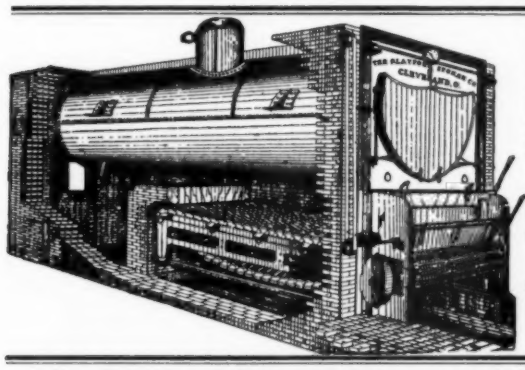

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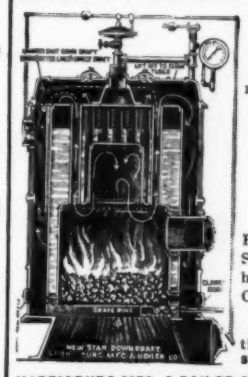

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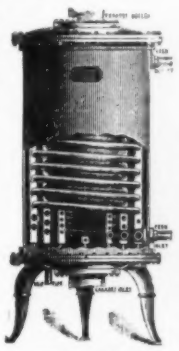

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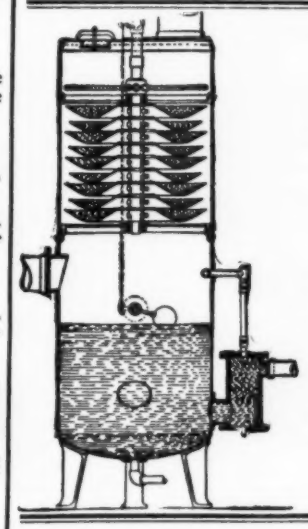

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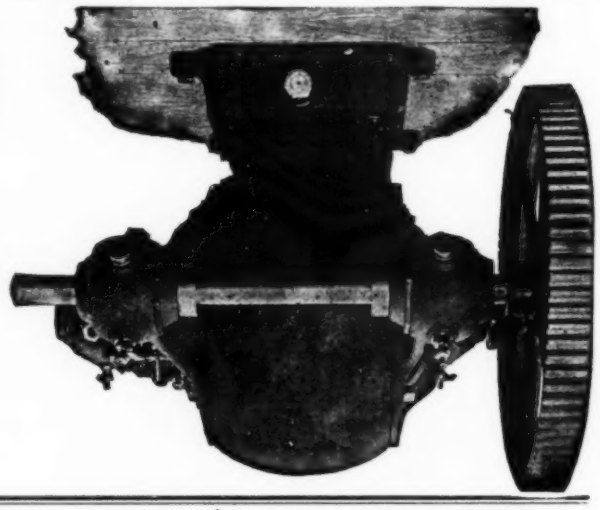

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MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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BALTIMORE, JUNE 10, 1898.

New Policy Necessary.

The position taken by the Manufacturers' Record that this country has entered upon a new period in its history and that henceforth it must hold a commanding position in the world's affairs has met with wide commendation, but very naturally there are many thoughtful men who look with some dread upon any change of policy from that urged by Washington. The point made by the Manufacturers' Record was that this new policy is a necessity, and that even if we would draw back and avoid its dangers and responsibilities, it would be impossible to do so. The New York Times takes up this line of thought, and in closing a lengthy discussion of it and of our relation to other countries, says:

In treating of the relations which the two countries are to sustain toward each other in the Far East, discussion of the Anglo-American alliance enters upon its broadest stage. The imagination is inspired by the vastness and by the profound interest of the problems presented by that phase of the new policy. A natural and commendable caution makes it easier for men of sober minds and judicial habit to find reasons against our embarking in adventures in those antipodal regions than it is for them to sympathize with the expansive notions of their more emotional fellow-citizens who are dazzled by the prospect of a colony in the Philippines. Men of public responsibilities and of serious reputation hesitate to utter positive opinions, or if they do speak, speak for the old traditions and against the new ideas. Yet a feeling, not vague and dim, but shaping itself to definiteness, pervades the civilized world that at the end of the nineteenth century we are at no great distance from events by which such changes will be wrought in the map and the history of the world as were stamped upon both by the explorers of the fifteenth century, and the living nations who shall inhabit 400 years from this day the lands over which dying nations now hold unfruitful sway will look back in grateful recognition upon this creative and vivifying age, but will wonder mightily why its great deeds were so long deferred. With China and the islands of the ocean already marked for changes as momentous as were effected on this continent when the white men drove back the red men, Africa already under the parceling process, and Spain and Turkey visibly dwindling in power and in territory from one decade to another, with frozen Siberia opening up before the tremendous energy of Russia, and the tribes of warriors who dwell in the heart of Asia constantly being pressed upon by their European neighbors on the north and on the south, it is plainly evident that the forces of progressive civilization are at work with astonishing and universal activity.

The opportunity to take part in this work of regeneration has been suddenly presented to us by the fortunes of war. We are further put in a mind for it by the alluring suggestion that we make an agreement for mutual advantage with England, who is now the sole defender in the East of American interests so important that we ought ourselves to undertake their defence. We keep the Philippines, England takes a large part of China, and we agree to stand by each other.

That is the foundation, the chief part of the Anglo-American alliance. It is the biggest of all the new ideas for us, and the one which our people from the lowest to the highest have need to study diligently and ponder long.

Politics an Example.

As great an evil as politics is to a community it may furnish a suggestion of value to material interests. On this point the Richmond (Va.) Times says:

A political organization is officered usually by the shrewdest politicians in the community and they are ever on the alert to advance the party's interest. Political clubs, whatever may be said against them, are proverbial for their loyalty to party and for their enterprise and industry. They hold meetings regularly; they have speeches by the most attractive orators that they can secure; they rally the boys every day, and on election day the "workers" are found about the polls with a list of all those who should vote, and if all do not vote, they are there to know the reason why. That is practical politics, and that is the stuff that wins. We confess that we are not in love with all the ways and means of practical politics; but we say that the same organized energy and intelligence in the business community would be as successful as it is in politics. We would that Richmond had as many live, wide-awake business organizations as there are enterprising clubs within her borders.

This is good as far as it goes. But the advice might be strengthened by amendment. As the case now stands, activity in politics is usually a drawback upon a city or a State, for the reason that the men who participate in the club meetings and the rallies do not regard for a moment effects of their work upon the business, industrial or commercial prospects, so long as they gain their point—the occupancy or control of offices paying two salaries for half a man's work. The "workers" do not give a rap for burdensome taxation when they do not have to pay taxes. They will foster legislation aimed at the very vitals of progress, provided they may in that way secure the support of the irresponsible and ignorant. Such policies, of course, are lacking in every commendable trait except that of pertinacious energy. If the intelligence and business forces of a community should meet the demagogues on their own grounds—the local club and the primary—not only would they be able to control politics for the good of all, but would have time to spare for the advancement of practical undertakings of development.

Politics and business are too often antagonistic. Their union would destroy forever evils constantly on the increase.

WE WILL DOMINATE THE WORLD'S COMMERCE.

Alabama dictates the price of pig iron for the world; American steel-rail makers, in competition with European makers, are supplying rails to Australia, Russia, China and other countries; Russia has awarded contracts to our shipbuilders for warships to cost over $15,000,000, and is negotiating for others; our steel mills are shipping thousands of tons of ship plates to leading shipbuilding firms in Great Britain—these are but a few of the more striking facts now attracting world-wide attention, which indicate the mightiest industrial revolution of the century. The sudden transition of our country from its historic inactivity in foreign affairs to what seems to be its destiny as a dominating power is not more wonderful nor more far-reaching in its influence than the part it is now equipped to play in the world's industry and commerce.

It has been well said that "that country which can produce iron and steel at the lowest cost will control and dominate the commerce of the world," and it is now universally admitted that we are producing iron and steel at less cost than any other country. As we are dictating the price of iron and steel throughout the world, the control of the vast industries based upon these raw materials is already passing, if it has not fully passed, into American hands. It is difficult to grasp the full meaning of this, and still more difficult to soberly portray its effect upon our own country and upon its relation to other countries.

Great Britain's supremacy in the world's affairs, its great financial power and its vast shipping interests are largely due to its iron, steel and coal interests. Upon them it has built its commercial empire, the greatest that has ever been known. Its ability to produce iron and steel at less cost than any other country gave to Great Britain the power to develop its shipbuilding and shipowning interests, and to supply the demands of every country for machinery and other manufactured goods. Without its coal and iron it would have been impossible for that country ever to have attained its present pre-eminent position in commerce and finance. And now the scepter of its power has departed, for it no longer produces the cheapest coal and no longer controls the iron and steel business. We are making nearly double as much iron and steel as Great Britain, and making it at a price that defies competition. We are not only turning out the raw product, but with astonishing rapidity we are pushing our steel rails, our locomotives, our wood and metal-working machinery into all countries, and we are preparing to duplicate in shipbuilding our phenomenal record in other branches of metallurgical development.

Ten years ago a prediction that before the close of this century we would be furnishing pig iron and steel rails to almost every civilized country, and that our shipyards would be turning out the best warships ever constructed, with heavy orders from foreign governments, would have been deemed too wild to be worthy of denial. But we have accomplished all this, and are preparing to reap the rewards.

With Asia and Africa being opened up to advancing civilization, to the building of railroads, the development of industrial interests, the utilization of modern improvements in agriculture; with Cuba and the Philippine Islands as fertile fields for trade expansion, for railroad, manufacturing and agricultural development; with the building of the Nicaraguan canal practically assured, we can see that the world is being made ready for an advance in civilization and in trade greater than ever before known in the history of the human race. With all of these new forces coming into play at a time when we are fully able and ready to enter in and secure a large share of the work and the wealth to be created, with the ending forever of all sectional lines and the coming of an era of a better popular understanding of the true relationship between capital and labor and the gradual disappearance of visionary financial isms, he would be a bold man who would attempt to predict the wonderful progress of the United States during the next decade.

The Manufacturers' Record's Position Adopted as Usual.

On March 4 the Manufacturers' Record attempted to point out that there are two kinds of trusts—one a combination formed for the purpose of decreasing expenses and increasing prices to the consumer, the other a similar combination that, decreasing the cost of production, gives the consumer a large part of the benefit, finding its best results in small profits on a great output rather than by high prices on a reduced consumption. On this point the Manufacturers' Record said:

There are trusts and combinations that oppress by seeking to advance prices, but they have in themselves the seeds of destruction. Every successful combination of railroads or industries must have as its main point the reduction of cost to the public, better service and lower rates, if it be a railroad combination, or lower prices to the consumer if it be a manufacturing undertaking, or else it is foredoomed to failure. In consolidations and combinations lower cost can be secured, and the public must have the benefit of this. The very success and permanency of the organizations just mentioned are based on this fundamental truth. The Commonwealth, a religious paper of Philadelphia, in discussing these facts as they relate to the reduction in cost to consumers through the operations of aggregated capital and to the doing away with the middleman, says:

"However, we must remember that these combinations of capital are for the interest of the workingman and the poor. They

bring the goods of the world to the humblest door at the smallest cost, so that the laborer lives vastly better for less money than he did a generation ago."

In the New York Sun of last Monday Matthew Marshall, the Sun's well-known financial editor, devotes a column to a discussion of combinations and trusts, and in closing says:

It may be asked why the Standard Oil Co., which is said to have a permanent corner in petroleum, and the American Sugar Refining Co., which is said to have a like corner in refined sugar, do not suffer the fate of other cornerers, but, on the contrary, are extremely prosperous. The answer is that these companies have never sought to raise the price of their product above that which would naturally prevail if they did not exist. Their prosperity comes from economies in production which their immense operations enable them to make, and from the suppression of a competition which formerly caused a wildly fluctuating market and at times reduced prices below cost. Should these companies ever attempt to make a real corner, and to raise prices above their natural level, they would inevitably invite new competition, check consumption, and ultimately suffer the fate of the French Copper Syndicate.

The Sun's writer seems to have been following the Manufacturers' Record very closely.

Taxes and Dividends.

The preliminary report of the interstate commerce commission for the year ended June 30, 1897, not only shows, as did the eleventh annual report of the commission for the first time, that the railroads of the United State do pay taxes, and that the amount paid by them was something more than $40,000,000, but it brings out clearly that the returns given are those of operating lines—that is to say, corporations which are known to the public as railroad companies and directly take money from the public for services rendered. The following statement shows, with regard to each of the ten territorial groups in which the railroads are arranged, the relation of taxes paid by the companies to dividends received by their stockholders during the year:

Territory Covered.	Taxes.	Dividends.
Group I	$4,180,872	$8,520,827
" II	8,220,461	17,355,703
" III	6,202,176	5,843,291
" IV	1,383,809	1,219,296
" V	2,639,535	1,261,363
" VI	8,681,905	18,788,742
" VII	1,774,567	2,648,654
" VIII	4,173,253	1,204,271
" IX	1,219,614	46,182
" X	2,503,651	402,250
Total United States	$40,979,933	$57,290,579

It will be noted that in groups one and two, including New England, New York, Pennsylvania, Delaware, Maryland and New Jersey, and in groups six and seven, including Illinois, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Wyoming and Montana, the dividends, as stated by the commission, exceed the taxes by $24,456,121. In all the rest of the country, including Southern States and those of the Pacific slope, the taxes exceed the dividends by $8,145,475. It should not be forgotten that the railroad companies also received some $34,000,000 of income from investments and miscellaneous sources, and that there was also divided among the operated lines from rents paid them by the operating companies a somewhat larger amount. These two items, taking into account the deficit of $1,412,399, measurably offset each other, and, in any event, the rent paid by the operating companies to the operated companies is in no sense a dividend, but is a liability of the operating companies. The fact is, hence, clearly set forth that out of the money taken from the public for services rendered, the stockholders of the operating railroads received as dividends $57,290,579, and paid as taxes $40,979,933—that is to say, the stockholders of these railroads were taxed rather more than five-sevenths of the income which they received.

These figures should be carefully studied by those individuals who look upon railroads and other corporations as legitimate prey in seeking to advance their own selfish ambitions under the pretence of patriotism and their love for the masses. The comparison of conditions of railroads with the statement about those conditions made by demagogues would do much to show the flimsy character of the arguments advanced by the latter, and should open the eyes of the people to the deception which has been practiced upon them and against their real interest.

For Civic Improvement.

Leading men and women of Augusta, Ga., have formed an association for civic improvement. Its purpose is to cultivate in every citizen a pride in the condition and the appearance of the city, and to insist upon the enforcement of existing laws and to do all within the members' power to maintain the cleanliness and healthfulness and to enhance the beauties of the town. The association is practically the outgrowth of what may be called the village improvement movement in this country, and is a recognition of the fact that the methods which are being adopted in some parts of the South, notably the Carolinas and Alabama, for enabling communities to put their best foot forward are applicable to large cities. It is in acknowledgment of the value of public spirit and of co-operation in carrying forward the city to the extent of its natural opportunities, and it should spread to other cities and towns of the South.

Mr. John L. Williams, banker, of Richmond, Va., in a letter to the Manufacturers' Record, says:

I thank you very much for the article in the Manufacturers' Record of this week, "Out of Evil Good May Come." It must make every thinking man fairly shudder at the dangers we have escaped. You have clearly, strongly and truly presented the case, and in so doing have done a most patriotic duty. We all know "security is mortals' greatest enemy."

I believe this country has a great work to perform in the world's history, but what bitter experience may be needed to rid us of our follies and political vices remains to be seen.

Should we arm ourselves fully for defence and prepare ourselves for aggressive warfare, will we then be content, "having done all things to stand?" Without the restraining and controlling spirit and power of the Gospel, why should not we rise and culminate and go down like other "giant forms of empire" before us?

The farther I get on in life and the more I see of nations, communities and individuals, the more I am satisfied that the only hope of the world is the worship of the Divine Ideal. Everything else is passing relief—little better than quackery.

Facts About Houston.

Secretary Tom Richardson, of the Houston Business League, has prepared an article descriptive of the Texan city for distribution at the Omaha Exposition. The following facts, culled from the article, are of interest:

"Seven of the thirteen railway lines centering at Houston handled 3,658,398 tons of freight in 1896; a season's record of cotton handled was 1,803,592 bales; Houston has eighty-six manufacturing plants, with a capital of $4,000,000; its bank clearances for the fiscal year of 1897 were $231,859,636.

AN EXPERT ON SOUTHERN OPPORTUNITIES.

No individual in the South has done more to attract desirable immigrants to that section than ex-Governor W. J. Northen, of Georgia. For several years, both in office and out of office, he has labored assiduously to set forth the claims of the South as a desirable place for homeseekers. The successful colony at Fitzgerald alone would be a lasting monument to his zeal, enterprise and aggressiveness if there were not other evidences. Whether there has been a movement to develop interest in the Atlanta Exposition, to have Georgia represented at the Nashville Exposition or at the Trans-Mississippi Exposition at Omaha, or whether there has been an occasion for plain-spoken statements of convincing facts and figures, Mr. Northen has been prompt to avail himself of the opportunity to direct practical attention to the South, and particularly to his own State. It is, therefore, with a great deal of pleasure that the Manufacturers' Record publishes the following letter from ex-Governor Northen, expressing his convictions about the work being done by the Southern Farm Magazine. The letter is as follows:

"Editor Southern Farm Magazine, Baltimore:

"I write to express my gratification at the practical conduct of your valuable publication as fully illustrative of agricultural conditions at the South.

"I am quite sure that the plan you are pursuing will give such information about farm methods and agricultural possibilities in our section as will not only change most favorably the opinions of those who have not heretofore personally known our possibilities, but the result must necessarily go largely towards the successful development of our home resources through the incoming of a very desirable class of settlers.

"The idea prevails, generally abroad, that cotton is not only the staple product, but practically the exclusive crop of the South. This opinion is understood to be confirmed because our fields are full of it, to the exclusion of grain and the grasses. It seems quite natural to infer, as the grasses are not much grown, that grasses will not grow at the South.

"You are most successfully controverting this belief, not by simply saying 'grasses will grow successfully and profitably at the South,' but demonstrating the statement by giving the names of successful growers, together with cuts showing the results in stock and dairying.

"I undertake to say that you have already demonstrated that there is no better grass and stock section of this country than the South. You will, of course, pursue this line further, to the complete satisfaction of those who have not so held heretofore.

"We can not only grow the grasses peculiar to the sections of country north of us, but we can grow more grass crops the same year, because of our longer-continued growing seasons. Not only so, we have nutritious grasses peculiar to the South that cannot be grown north of us.

"These facts, together with our opportunity to fatten cattle at small cost on cottonseed meal and hulls, and take the resultant not only in excellent nutritious beef, but in the highest quality of barnyard manure, will make the South, under your intelligent direction and those like you who are to follow, the great cattle and sheep section of the country.

"You are doing a great work for Southern agriculture in bringing out so successfully the better possibilities of our farms. W. J. NORTHEN.

"Atlanta, Ga."

The Southern Farm Magazine is unlike any other publication. It is not a farm paper in the ordinary sense, but is a monthly magazine designed to illustrate the capabilities of the South and to show what is being done in the diversification of Southern agriculture, the raising of live stock, truck and fruit-growing, etc. It also gives especial attention to the advantages of the South for settlers from other sections. It is of value to everybody interested in the upbuilding of the South, whether directly interested in agriculture or not. Annual subscription, $1; single copies, ten cents. Published by the Manufacturers' Record Publishing Co.

IN THE MIDDLE WEST.

Significant Changes Noted by Mr. Charles H. Grasty on a Recent Trip.

In an interview with a representative of the Manufacturers' Record, Mr. Charles H. Grasty, president and general manager of the Evening News Co., of Baltimore, gives some impressions of his recent trip in the middle West. Mr. Grasty, as is well known, was for some years prior to coming to Baltimore manager of one of the leading daily papers in Kansas City, which was an excellent standpoint for a view of conditions in the middle West at that time. The ten years during which Mr. Grasty has lived in the East have been marked by many changes in the West, and he finds that they are for the better. A significant point made by Mr. Grasty is his observation that the people have apparently laid aside the financial question as an issue and are now active for national expansion. Mr. Grasty says:

"I found the West more prosperous and cheerful than at any time since 1886. When I got as far west as the Missouri river the evidences of good times were seen on every hand. Kansas City, which is destined to be the greatest town between St. Louis and San Francisco, is doing an immense business in nearly every line. St. Joseph, about seventy miles north of Kansas City, and a solid old town, is enjoying a boom that recalls the halcyon days of the eighties. They have just gone into the stockyards business on an extensive scale and have built several new packing-houses. The stores are crowded with people, money is plentiful and every line of trade is prosperous.

"Whatever the future may have in store in regard to the financial question, it is a fact that today it is a dead issue in the middle West I talked with a great many democrats who in 1896 were enthusiastically for Bryan, but I did not find a single man who insisted on free silver. In fact, when you mention 'sixteen to one without the aid of any other nation,' it brings a grin to the face of the former free-silverite of the Missouri Valley. The people out there have taken hold of the new question, namely, the adoption of a foreign policy by this country, with an eagerness that shows them willing to drop free silver and fight along some other line. These people, engaged in and drawing their support from agriculture, are now as rampant for a navy as they were indifferent on this question a few months ago. They want not

only a navy, but one equal to that of any other nation. They want coast defences; they want the Nicaraguan canal; they want Manila; they want Cuba; they want Porto Rico. Such a change in the sentiments of the people, of this section at least, has never occurred in so short a time.

"The farmers of Missouri, Kansas and all that country are literally rolling in wealth. I never saw such promising crops nor so many fat cattle. I heard of any number of cases where farmers had made enough money by last year's crops to pay off mortgages and live several years. Everybody talks in the most bullish way. It is interesting to see people who have been under the heel of misfortune for ten years get right up and enthuse as though there was no such thing as hard times."

Industrial News from Birmingham.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., June 7.

When the combination was made by the furnaces to protect their interests and regulate prices, the writer predicted that its days would be few. During the past week the Sloss Company notified its associates that the company withdrew from the combination. This action practically dissolves the associated interests and places each in the position of paddling his separate canoe. No reason is given for the action of the Sloss Company beyond the statement that it could better subserve its interests by being independent and acting on its own judgment. When the news was flashed to iron centers buyers concluded some demoralization would naturally follow, and rushed in their bids at materially low prices, only to find that they alone were demoralized, as all their bids were declined. From what can be gathered, some concession from prices has been made in certain cases, but it has not been general. As one expressed it, "We have made no concession that is material and none that affected price of iron at furnace." The natural inference is that the rebates and drawbacks attendant upon a large shipping business, and which, usually, are the perquisites of the seller, went to the buyer. So far as the seller was concerned, this would maintain furnace price; so far as the buyer was concerned, it cheapened the cost to him. So, while we say that quotations are on a basis of $7.25 for No. 2 foundry, the market is not firm. Probably barely steady fits it. The trade during the past week was only moderate and mainly for small orders, but it approximated current production. The furnaces look for rather a quiet time of it for awhile.

In warrants trading has been light and without influence on the market. But iron continues to go out of the yards. The Pioneer Furnace, at Thomas, is making preparations to put in blast furnace No. 2, which has been idle for so many months. This will leave only one idle furnace in the district, and that belongs to the Sloss Company.

In coal there is for the season an unusually good trade, large shipments being made to the Gulf ports. Just ahead of us is the usual annual meeting of miners to discuss the situation and fix wages. A strong effort will be made for an advance, and on a basis other than the price of iron. But there are no developments yet to justify one in predicting the result. The rolling mills are rushing work in those departments showing accumulated orders, so that they can be cleaned up by July 1 and enable them to shut down for the annual repairs. Their output this year makes it a banner year in their history. The minor industries complain only of the warm weather, which has so far been unprecedented. Some new work has come in and a good deal of work is being figured on. The Warrior Machine Works reports sales of several engines and pumps during the week. Crellin & Co. are engaged in building several tanks for oil. The shops of Hardie-Tynes Machine Co. are crowded with work, much of it being of a heavy character. The same condition prevails all along the line. This week we will have the dummy line to Powderly changed into the trolley system.

J. M. K.

Fires and Cotton Bales.

Among the recent publications of the British Fire Prevention Committee is a paper illustrated with pictures of the round bale of the American Cotton Co., by R. H. Scotter, C. E., on "Cotton Fires and Cotton Bales." In an introductory note Edwin O. Sachs, the editor, says: "In the paper before the committee we find a strong advocacy of what is termed the 'round' or 'cylindrical' bale, as compared with the far clumsier and certainly more dangerous 'turtle-backed' bale which is now commonly in use. As to the greater practicability of this new bale, from a fireman's point of view, I think there can be little doubt; but it rests entirely with those associated with the cotton trade to decide whether the use of this bale does not involve some extra expenditure or inconvenience. * * * Any substantial rebate afforded by the insurance companies on a particular form of package should certainly induce a voluntary modification of what is at present a most dangerous and clumsy form for consigning a very valuable article of commerce."

Mr. Scotter describes the cylindrical bale, and says: "Now the principal feature of this bale in relation to fire prevention is that it is claimed to be both fire and waterproof. It is formed in a short space of time and not left about the yard to pick up dirt, sand or wet; it contains no compressed air; it is much better packed and secured, and is not only less liable to self-ignition, but should the warehouse or shed in which it may be stored be attacked by fire, we have ample proof from theory, from experiment and from practical experience that this form of bale resists the attack of fire admirably." The author details experiments and practice, and adds: "This shows in favor of the new system, and taking into account the greater density of the cotton, and, under recent improvements, the noncombustibility of the Hessian cloth, chemically treated, with which it is suggested all cylindrical bales should be encased, the latter have a decided advantage in the matter of fire prevention. * * * To repeat, I hold that the spread of a cotton fire can only be limited by giving more attention to the packing of bales, which not only governs the extent of the spread, but the extent of the salvage after the fire. As the expense of the improved bales is often argued, I would only add that, as a matter of fact, with the easier porterage, reduced insurance rates and other economies which the new bales allow for growers, shippers and merchants alike, their introduction means a material saving to all concerned, quite independent of the lesser risk, which should count for something, considering the inconvenience generally caused by fire loss, no matter how well goods may be covered by insurance."

Mr. Scotter also alludes to "experiments which have been carried out in the interests of insurance offices, both in this country and America (with the result that the offices have reduced the premium on round bales by one-half)."

IN ST. FRANCIS BASIN.

Effects of Systematic Work Upon the Levees.

The annual reports of the officers of the St. Francis Levee Board of Arkansas for the year ended May 1, 1898, have been issued. The chief engineer's report shows that the board has spent $71,460.52, and that the amount expended by the government was $76,751.46. Of the last amount $30,000 was spent in repairing the Walnut Bend levee, which was built in 1896. More than twenty-four miles of new levee have been built, several breaks have been repaired and more than sixteen miles of old inferior levees have been enlarged and brought up to the standard. In his report, Mr. John D. Driver, president of the board, says that the building of the last seventeen and one-half miles of the levee has demonstrated that, could the board build to Memphis this season, five-sixths of the entire district would be protected from overflow and the flood line would be lowered along the St. Francis river to its mouth. It is estimated that $260,000 will be required to build the twenty-four miles of levee. Alluding to the opposition in some quarters to the issuance of bonds, Mr. Driver says:

"Our credit improves constantly; our securities are often sought in the market, and I see no reason why we should be several years in completing this levee, when it could be done at once. The St. Francis Basin is, I believe, the finest country on top of the earth. Our revenues now amount to over $60,000 per annum. We have 2,000,000 acres of land lying within our district. We own 100,000 acres, the value of which is increasing day by day. Within the next year or so I am confident that our taxes will increase from $60,000 to $80,000 by reason of the lands we sold coming upon the taxbooks, lands now delinquent being paid on regularly. The law creating our district has been declared constitutional, the mode of our assessments and collections declared legal, and we have built over eighty miles of complete levee, and four counties fully, and a part of the others, protected from overflow this season. This ought to make our securities absolutely safe and above par. If we were allowed to issue, say, $500,000 in bonds, with what levee we have already built and with what assistance we could get from the government, I feel we could soon complete our entire system. We could lay aside each year, with our present tax assessments, for the purpose of paying interest, the sum of $25,000 or $30,000 per annum, and still have sufficient funds to carry on an uncompleted work until the bonds were nearing maturity. Besides this, we feel absolutely certain at an early date a sinking fund sufficiently large to pay off these bonds as they fall due can be set aside."

COAL FOR LOUISIANA.

Opportunities in the Product of the Alabama Mines.

In an interesting article dealing with fuel for Louisiana, the Louisiana Planter and Sugar Manufacturer refers as follows to the effect of the establishment by the Southern Railway of a barge line from Greenville, Miss.:

"This barge line is now an accomplished fact, and it should have a material effect upon coal prices by stimulating the competition between Pittsburg and Alabama coals. The tipple erected at Greenville by the Southern Railway has a present capacity of about 1200 tons a day, and the towing facilities are practically unlimited, one of the most powerful towboats on the river being now engaged in the work, and the services of as many more as may be necessary can be readily secured.

"The consumption of coal on the river and tributaries south of Greenville is probably in the neighborhood of 1,000,000 tons per annum, and the present output of the Corona mine, the American mine and the Virginia and Alabama mine—these three being the only ones so situated that they can ship over the Southern Railway's Greenville feeder to advantage—is about 800,000 tons a year. This output, however, can be enlarged to practically any quantity that there is a demand for, the mining properties being susceptible of enormous development, consisting, as they do, of some 26,000 acres of coal lands.

"One feature of the system of transportation involved which will commend itself particularly to the sugar planter, is that the railroad company gives a through bill of lading right from the mine to the plantation, covering the entire rail and water haul, and it appears to have the same confidence in its ability to handle the immense shipments promptly and safely as it would in its ability to carry a barrel of sugar into Texas. The river south of Greenville is comparatively devoid of danger for the tows, and the excellent trackage between the mines and the Greenville tipple permits of the operating of immense trains of seventy-five or eighty loaded cars with perfect safety.

"There has existed a strong dislike in many quarters to Alabama coal, and in some instances it appears to have been well founded. These mines are comparatively new, and when first opened their outcroppings were put upon the market, and in many instances gave disastrous results. Again, it has been unfortunately the case that dealers in this coal have committed the error of overselling themselves, and have, in their extremity, delivered coal of a grade inferior to what they promised. These are not irremediable faults, and a determined effort is being made to live them down. The mines are now well developed and the absurdity of killing the goose which laid the golden egg is dawning upon the eager dealers. So far as our planters are concerned, they are interested only in getting good coal and getting it cheap. There is no sentiment in the matter. The coal companies of Alabama have now secured reliable and cheap transportation; they are turning out first-class coal, and Louisiana is reaping the benefit of it in a cheap and excellent supply for its great sugar factories, and the city of New Orleans will likewise be benefited by this more certain and cheap coal supply, and will soon become the great manufacturing city that her location, climate and resources have long foretold."

The shipments of coal from Baltimore and the South for naval purposes, which has already been alluded to in the Manufacturers' Record, has reached such proportion that it is calculated fully forty sailing vessels are on the way or will be loaded within the next two weeks at Baltimore, Newport News and Norfolk. Most of them will go to Key West to supply the coaling stations at that point.

A civic improvement society has been organized at Augusta, Ga., with the following officers: President, J. H. Alexander; first vice-president, Mrs. H. P. Alexander; second vice-president, Mrs. T. P. Branch; recording secretary, Miss Mercier; corresponding secretary, Wm. L. Martin.

The authorities of the Georgia State Industrial College for Colored Youths have provided for instruction in tailoring and shoemaking at the institution.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

TO COMPARE PRODUCTS.

Adaptability of the Philadelphia Museums to Trade Extension.

In presenting a report in favor of the bill to authorize and encourage the holding at Philadelphia, Pa., in 1899 of a national exposition of American products and manufactures especially suited for export, the House committee on interstate and foreign commerce says:

"Briefly stated, the bill provides for the holding of a national exposition, as stated in its title, under the auspices of the Philadelphia Exposition Association, for the admission to such exposition of such articles not of American manufacture and such other objects as may conduce to the interest of the exposition and be useful for comparison with American products and manufactures; for the importation free of duty, under regulations to be prescribed by the Secretary of the Treasury, of the articles imported for exposition; for the sale of such articles on payment of the duties imposed thereon by the general revenue laws in force at the date of importation; for the appropriation of $50,000 out of the treasury of the United States for enabling the collection in foreign markets of samples of merchandise in favor and demand therein, and illustrating the manner in which merchandise for such markets should be prepared and packed, together with necessary data for the instruction and benefit of American manufacturers and merchants, and thereby laying the foundation of a great system of national commercial education; for an appropriation of $500,000 to aid in providing buildings necessary for the purposes of the exposition, and for the purpose of collecting, installing and caring for such an exhibit by the United States government as may be found expedient and desirable.

"The desirability of encouraging American industries—expanding the present and obtaining and developing new markets for the same—may be regarded as self-evident, and it is believed that opportunities therefor now exist and for years have existed and may be secured by a dissemination throughout the United States of valuable information touching the conditions thereof. The necessity for an available center of information has long been recognized by leading producers and exporters, and many efforts have been made to establish the same, but not being properly organized or encouraged, proved ephemeral until about 1893, when a number of the leading citizens of Philadelphia concluded upon organizing an institution for the purpose, and of their own means and through the co-operation of the corporate authorities of the city of Philadelphia, Pa., commenced the work and secured the immense collection of the varied products of the world illustrative of the commerce of the United States with foreign countries which had been exhibited at the World's Columbian Exposition. Extensive exhibits were also secured from Africa, Australia, Japan and India, and there was transported to Philadelphia the largest and most comprehensive permanent collection of raw products in existence, which have since been constantly increased through the work of special commissions and agents.

"In June, 1894, the city councils of Philadelphia passed an ordinance creating a board of trustees to direct the above-named institution, which was entitled the Philadelphia Museums, and from time to time appropriations were made for maintenance and equipment amounting to $570,000."

The work of the Philadelphia Museums is then traced, the details of the bill are set forth, and the committee adds:

"It is not the purpose of the committee nor its function to herein express an opinion touching the need of a department of manufactures and commerce, but there are methods for obtaining co-operation abroad whereby a public institution like the Philadelphia Museums can better aid in the extension of our foreign trade than is possible under government officials. Representatives of the Museums can communicate with officials of foreign governments, trade organizations and foreign dealers and more freely receive from them commercial information than could be obtained through official representatives of the government. Again, when an official congress is held, delegates are limited by instructions, and decline to commit their government, being generally forbidden to do so; whereas, an international conference of representatives of commercial houses and boards of trade are free to speak and act, and do so unhesitatingly. Besides, with the American advisory board, the action of the Museums is directly responsive to and in accordance with the judgment and demands of those interested in agriculture, manufactures and commerce; whereas a governmental department would be directed by its head and its work so limited, necessarily, by official regulations that it could not be so immediately responsive to the needs and suggestions of the public.

"To instance the recognition of the standing of the Philadelphia Museums abroad, China has recently, for the first time, consented to a visit from a commission created by it, and guaranteed every facility for acquiring information throughout its empire.

"Your committee visited the Philadelphia Museums, and was amazed and delighted at the extent and variety of its exhibits, and the store and systematic arrangement of its information gathered as stated, and from the 1500 trade journals of the world which it regularly receives and classifies."

Many commercial bodies have petitioned Congress for the passage of the measure, and several representatives in Congress appeared before the committee to recommend governmental recognition of the exposition and to express the interest which the manufacturers and commercial bodies of their respective districts feel in its success. The bill seems to be so drawn as to safeguard the public treasury from all expense beyond the appropriation provided for, and from loss of revenue on articles entered for exhibit and which may be subsequently sold, and its passage is called for to give to the exposition the standing in foreign countries whose markets it is desirable to enter, which can alone secure their cordial co-operation, and is warranted by numerous precedents of appropriations to expositions of temporary nature and not so entirely confined to commercial purposes.

Will Increase Commerce.

The effect of the present war upon the future export business of the country is a question of the utmost importance to the South, as readers of the Manufacturers' Record are aware. The following statement from a St. Louis merchant gives the view of a class most directly interested:

"I believe the war will have a good effect on St. Louis trade. Outside of our own country and England the idea has prevailed for many years that this country doesn't amount to much in a military way, or, in other words, that the United States is nothing but a federation of colonies, and that our people think of nothing but making money. They are learning better now, and there are a good many beneficial results that will follow the war that are not now visible on the surface. When we get the reputation abroad of being a first-class power things will commence coming our way, and commerce with the United States will be sought after by localities we never thought of.

"Friendly as the South American republics have always been to the United States, the masses of the people there have never considered our country as the equal of several European governments, and they have never been to any particular trouble to seek our favor, commercially speaking. By the time the present war is over the other nations will have an opportunity to become enlightened as to the real strength of the United States, and they will look upon Americans quite differently from what they now do. Of all the foreign countries, England alone seems to have been correct all along in her judgment of the strength of this country, and to the other countries the result of the war will be in the nature of a revelation.

"Aside from the cruelty of war, I believe that the present conflict will have a beneficial effect on the United States. Other nations will respect us, and we will find new customers and new friends everywhere. There is something in a nation being able to take care of itself and impressing this fact on all other nations which always proves of benefit to every citizen. Outsiders like to trade with a nation that is strong and advancing in modern ways, and nothing so advertises this fact to the world at large as the termination of a successful war.

"I believe that within a year all trade relations in this country will be better and more extensive than they ever were before. There will be larger profit in all business ventures and wages will advance."

Commerce at Mobile.

At the annual meeting of the Commercial Club in Mobile the committee on statistics stated that during the year more than a thousand letters had been answered furnishing information about Mobile and its adjacent territory. These letters come from distant points, and, in a number of cases, the correspondence attracted the writers to visit Mobile and investigate the facilities for commerce and manufacturing. The reports says:

"From the record of port statistics your committee is gratified to report that, notwithstanding serious drawbacks, Mobile is still making good progress. The report of export and import trade compares favorably with that of the previous year.

"This report for ten months of the fiscal year ending April 30 by comparison is as follows:

For ten months—	Imports.	Exports.
1896-97	$602,516	$9,136,508
1897-98	940,518	8,833,145

"It is noted that while the imports for ten months of the present fiscal year have exceeded those of the same period during the previous year by $338,002, the exports for the same time show a deficit of $303,363. It is also interesting to note that the total exports for the fiscal year 1896-97 were $10,131,189, and the imports for the same year were $848,129. The imports for ten months of the present year have already exceeded those of the entire fiscal year 1896-97 by $12,389, while the exports for ten months of the present year are only $1,298,044 behind those of the entire fiscal year 1896-97. With two months of the present fiscal year to go on, it is reasonable to estimate that the business at the port of Mobile for the present year will make a far better showing than the previous year, which means the best showing in the history of Mobile. This showing is made, too, in the face of the fact that business was almost wholly suspended for two months of last summer and the threatened impairment of our shipping by the prevailing war."

Exports from Savannah.

The business of Savannah, Ga., as reported for the month of May, is very satisfactory, in spite of the conditions prevailing. The value of foreign exports for the month amounts to $891,000. The exports of cotton show a material increase over last year. The total exports were 39,774 bales, against 26,767 for May, 1897. Of these exports, 16,175 bales were shipped foreign, against 11,850 last May; 7709 bales to Baltimore, against 6357 bales; 10,901 bales to New York, against 5140 bales; 4423 bales to Boston, against 3018 bales; 550 bales to Brunswick and sixteen bales to the interior. The total exports of spirits of turpentine were 38,215 casks, against 32,629 casks for the same month last year. Of these, 19,509 casks were shipped foreign, against 22,121 last year; 8573 casks to New York, against 6708, and to Baltimore, Philadelphia, Boston and the interior 10,133 casks, against 3800 last year. The total exports of rosin during last month were 57,601 barrels, against 96,641 barrels for the same month of the previous year. Of these exports, 23,136 barrels were shipped to foreign ports, against 71,586 barrels in May, 1897; 13,386 barrels to New York, against 10,401 last year, and 21,079 to sundry ports and the interior, against 15,048 barrels in May, 1897.

Activity in Steel-Rail Exports.

The activity in the shipment of steel rails from this country may be judged from the following items about vessels now under charter to load rails at Baltimore for foreign ports. This brief summary is a striking proof of the position that this country has attained in the foreign steel trade:

The British steamer Tiger sailed from Rio Janeiro May 18 for Baltimore to load steel rails at Sparrow's Point for Vladivostock, Russia.

The steamer Knight Companion is bound from Antwerp for Baltimore to load steel rails here also for Vladivostock.

The steamer Mathilda will come from New York to load steel rails for Vladivostock.

The British bark Algoa Bay, now in port, will load steel rails for Melbourne, Australia.

The Danish steamer Norge sailed for Kingston, Jamaica, last week with over 1900 tons of rails manufactured by the Pennsylvania Steel Co., Steelton, Pa.

A Pittsburg rail mill is filling a contract for Rio Janeiro, and shipments will be made via Baltimore. The bark Severn is to load 1950 tons and the British steamer Armstor will follow the Severn with another full cargo.

Largest Export Cargo.

The steamship Brasilia, which was referred to in a recent issue of the Manufacturers' Record as one of the largest that ever entered the port of Baltimore, has cleared for Europe with the heaviest cargo sent out up to this time. It comprised 6850 half-barrels, 3100 tubs, 1975 tierces and 6500 pails of lard, 325 tierces oleomargarine, 625 boxes provisions, fifty half-barrels and ten barrels sausage casings, twenty-five barrels provisions, 378 tierces provisions, 150 cases canned

meats, 500 tubs butter, 300 casks rolled oats, 500 sacks rolled oats, 425 sacks rye feed, 671 sacks cloverseed, 4877 sacks oilcake, 4240 sacks linseed meal, 123 hogshead tobacco, 155,000 bushels oats, 154,286 bushels corn, 4300 sacks flour, 4000 sacks middling, 4704 ingots copper, 1102 cakes copper, 176 barrels sulphate of copper, 458 bales cotton, 550 barrels cottonseed oil, 120 barrels lubricating oil, twenty-six cases palm leaves, 1267 packages agricultural implements, 10,551 pieces of lumber, 106 bundles lumber, 496 bundles small lumber or squares, 443 logs and 1152 sacks bark.

To Improve Jacksonville Harbor.

The Board of Trade of Jacksonville, Fla., is making strenuous efforts to increase the depth of water in the ship channel leading to that harbor. At present vessels drawing seventeen feet of water can come to the city at an average tide. It is claimed by expending $27,000 the entrance can be deepened so that vessels drawing nineteen feet can pass in safely. The committee in charge has drawn up a petition to the chief of engineers at Washington giving these facts, also stating that Jacksonville has a fresh-water anchorage two and one-half miles long and 1500 feet wide, averaging from thirty to sixty feet in depth. The importance of these improvements from a naval standpoint is especially emphasized.

Grain at New Orleans.

Shipments of grain from New Orleans during May included 1,343,075 bushels of corn, 1,657,234 bushels of wheat, 462,600 bushels of oats, 10,000 bushels of rye—a total of 3,472,909 bushels. These exports furnished thirty-nine vessels with cargoes.

Jottings at the Ports.

Among the exports from Baltimore during the past week were over 1000 cattle, which were sent by three steamships.

A dispatch from New Orleans is to the effect that New Orleans & Western Railroad Co. has purchased two steamboats, which will be used especially for carrying cotton and are of light draft.

The barge line of the Southern Railway Co. recently carried a tow of 6000 tons of coal from Greenville to New Orleans. It has been sold to various consumers in Louisiana and comes from the Alabama mines.

It is officially announced that Sabine Pass has been made a sub-port of entry. By this ruling of the government vessels are not required to enter at Galveston, as has been the case in the past. It is stated that work has been commenced on another slip at the Pass, which will make the third, for the use of ocean steamships.

Another shipment of steel rails for the Siberian Railroad is about to be made by the Maryland Steel Co., at Sparrow's Point. Steamship Tiger will carry a cargo of about 4500 tons to Vladivostock port. The steamship Norge recently cleared with 1900 tons of rail from Sparrow's Point to Jamaica.

The people of Galveston, Texas, are much interested in the recent visit of the naval board to examine the advantages for locating a dry-dock on Galveston harbor. Statistics show that the rise and fall of the tide at Galveston is very small and that the dock can be kept in nearly the same relative elevation at all times. It is also stated that the formation of the shore is such that extensive structures can be built without danger of the foundation sinking. The examining board made a thorough investigation of the locality and will report to the authorities at Washington later.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Baltimore & Ohio Suits.

A suit in connection with the reorganization of the Baltimore & Ohio Railroad is to be commenced at Chicago in the United States Circuit Court. The plaintiffs are James Sloan, Jr., of Baltimore, and Charles H. Coster, of New York. Mr. Sloan was formerly a director of the Baltimore & Ohio Company, but resigned sometime before the company went into the hands of the receivers. Mr. Coster is one of the firm of Messrs. J. P. Morgan & Co., of New York, who, it is generally believed, will undertake the work of reorganization. The suit in question is based upon claims that the Baltimore, Ohio & Chicago Railroad, against which it is brought, has defaulted on interest due in December last.

A suit for the appointment of receivers for the Washington branch of the Baltimore & Ohio has been instituted in the United States Court at Baltimore by Reverdy Johnson and John J. Donaldson, executors of the estate of Martha E. Gray, deceased. The court is asked to appoint receivers to operate the branch for its stockholders and to require the Baltimore & Ohio Railroad Co. to account for rolling stock and revenues of the branch alleged to have been taken possession of by the defendant.

A Sign of Railroad Prosperity.

It is reported that the Louisville & Nashville Railroad Co. will probably restore the wages of the employes to the scale in force prior to 1893. At that time the company made a cut of 10 per cent. on all employes whose salaries amounted to $5000 or less, and 20 per cent. for those getting more than $5000. This cut has been in force ever since. The Southern Railway, the Missouri Pacific, and, in fact, nearly all of the systems, made cuts about the same time. The Southern and the Missouri Pacific are still working under this cut, but there is ground for believing that they, too, will restore the old wages in the near future. The old rate of wages will probably become effective July 1 on the Louisville & Nashville.

This is one of the most significant indications of the condition of freight traffic on Southern lines, which enables companies like the Louisville & Nashville to increase their expenditure for wages by such a large amount.

Richmond, Petersburg & Carolina.

Mr. DeWitt Smith, of New York, president of the Richmond, Petersburg & Carolina Railroad Co., recently made an examination of the work thus far done upon the road between Petersburg, Va., and Ridgeway, N. C. It is stated that arrangements have been made to lay rails at a rate of one mile per day, and that already over 100 carloads of material for constructing the line have been distributed. A bridge will be required at Stony creek, which will be 355 feet long and built of stone and iron. It is calculated that this road, which is now partly graded, will cost over $2,000,000. Arrangements are now being made to deliver $100,000 worth of bonds of the company to the city of Petersburg, according to the agreement made, when right of way was obtained.

A Guide to Southern Homes.

A new edition of the Southern Home Seekers' Guide has just been issued. It is devoted to a description of the cities, towns and country on and adjacent to the Illinois Central and the Yazoo & Mississippi Valley railroads in Kentucky, Tennessee, Mississippi and Louisiana. The publication is a valuable compendium not only for persons who contemplate engaging in agriculture, but for investors in industrial and developmental undertakings. It is edited by Capt. J. F. Merry, assistant general passenger agent of the Illinois Central Railroad, whose headquarters are at Manchester, Iowa. The 265 pages of the Guide are profusely illustrated with views of scenery in the great territory covered by the railroad and its connections, and the descriptive matter is graphic, concise and accurate, and deals with farms, forests, cities and towns, giving the inquiring reader valuable information, whatever may be his intent.

Handling Southern Fruit.

According to a dispatch from Macon, Ga., the Central of Georgia Railway Co. has made preparations to carry a large fruit crop this season and expects to handle at least 1500 cars loaded with peaches alone from points along its line. The Armour refrigerator cars will be used and the fruit carried to Northern and Western points in this manner. It is claimed that they can be delivered in a very satisfactory condition, and, according to the statement of Traffic Manager E. H. Hinton, the entire service will be an improvement over last year. As it is reported that the fruit crop in California this year is a partial failure, it is believed that the Southern growers will obtain much higher prices than last year.

Improving the Illinois Central.

The Illinois Central has begun the work of improving its line north of Memphis. As stated sometime ago in the Manufacturers' Record, it is calculated that $1,000,000 will be utilized in reducing the grades alone. It has been determined to lower the average grade from fifty-four feet to twenty-six feet to the mile, which will necessitate the employment of a large number of men. An extensive mileage is also being reballasted and 300 cars of ballast a day are now being distributed at different points.

A Proposed Texas Road.

In a letter to the Manufacturers' Record, Mr. P. J. Camp, of Madisonville, Texas, writes that the promoters of the railroad between Navasota and Madisonville are prepared to do all the grading and furnish the ties, and to turn the road over to any responsible company which will complete it and operate it. It will be about forty-five miles long and form a direct route between the towns named. Mr. Camp may be addressed at Madisonville, Texas.

To Summer Resorts.

So many artistic works are now published for advertising purposes that to produce one superior to all others requires a rare combination of beauty and originality. The Pennsylvania Railroad Co., however, seems to have been fortunate in securing such a combination, for its work on summer excursion routes for 1898 is truly of the highest standard. The cover, which is finished in colors, is a beautiful example of the artist's handiwork, representing scenes by the sea and on the mountain top which are very tempting to the seeker for rest and recreation. The back of the cover contains a unique design, embracing a golf set and fishing outfit, with the company's monogram. Throughout the book are excellent views containing illustrations of resorts reached by the Pennsylvania Railroad Co. and its tributaries, while over 200 pages are devoted to information relative to summer resorts, which includes scales of prices, distances, shortest routes and other details which the traveler especially desires. A select list of excursion routes is also given, with the cost of each and the various lines of travel. From year to year the Pennsylvania has made a specialty of preparing information of this character, but it must be said that this year's work has excelled all others in the same direction.

Railroad Notes.

Sanford L. Parrot has been appointed Southern passenger agent of the Cincinnati, Hamilton & Dayton, with headquarters at Atlanta, Ga.

The Kansas City, Pittsburg & Gulf Railroad Co. has begun operating trains direct between Kansas City and Fort Smith, Ark., over the branch of the system recently completed.

According to a dispatch from Angleton, Texas, a company has been formed for the purpose of shipping vegetables from that section of Texas to the Northern markets in refrigerator cars.

The recent order for tolling stock by the Consolidated Street Railway Co. of Baltimore, noted in the Manufacturers' Record, was given the Westinghouse Manufacturing Co., of Pittsburg, Pa.

The Little Rock, Hot Springs & Texas Railroad has been ordered to be sold by the court on July 9 at Hot Springs, Ark. C. T. Coleman, of Little Rock, Ark., has been appointed master to conduct the sale.

William Coughlin has been appointed assistant general manager and superintendent of the St. Louis Southwestern, with headquarters at Tyler, Texas. He will take charge of transportation and maintenance of way.

It is understood that as a result of the present condition of the litigation over the Cape Fear & Yadkin Valley Railroad, the sale of this line will be postponed for fully a year. The case has been carried to the United States Supreme Court.

The stockholders of the Queen Anne's & Kent Railroad Co. have elected the following directors: William A. Patton, M. Richenack, D. S. Newhall, F. D. Howell, R. D. Barclay, John P. Green and Kane S. Green. The directors elected William A. Patton, president; J. M. Harding, secretary, and Robert W. Smith, treasurer.

The Texas Midland Railroad Co. has determined to operate a service of cafe cars on what is known as the "Lone Star" Express train, between Houston and Galveston, Texas, and St. Louis. The service will be similar to that in use by the Illinois Central and other large systems, and so arranged that passengers can obtain a lunch or a regular meal at reasonable rates.

Mr. Frank Whitaker has been appointed freight traffic manager of the Chesapeake & Ohio as successor to the late W. P. Walker, Jr. Mr. Whitaker has been acting as assistant freight traffic manager, and the appointment is in the nature of a promotion. He has been connected with the Pennsylvania Railroad and Chesapeake & Ohio in various capacities for over fifteen years.

At the annual meeting of the stockholders of the Baltimore & Potomac Railroad Co. the following directors were elected: Messrs. R. D. Bonclay, John B. Ramsay, Michael Jenkins, Robert C. Hall, Samuel Cox, Jr., Charles E. Pugh and John Cassels. The directors reelected the following officers: B. F. Newcomer, president; Charles E. Pugh, vice-president; William J. Sewell, second vice-president; Robert W. Smith, treasurer; James P. Kerr, secretary.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

IN WOOL GROWING.

Where the South May Find Opportunity for Vast Development.

The growth of the cotton manufacturing industry in the South has served to promote the industrial welfare of that section, as have the great iron and steel industries, but the wooden industry cannot be expected to gain any foothold without the development of wool growing beyond its present scale.

The consumption of woolen goods in the Southern States is increasing every year, and with such a favorable outlook there is no reason why woolen industries should not multiply and prosper the same as they do in the North.

The South cannot depend on cotton alone for its future industrial growth and development. The population of the South is growing every year, yet the acreage of cotton will be reduced about 7 per cent. this year as compared with 1897, according to official reports.

Southerners will naturally devote this 7 per cent. of land to other branches of farming. They are too prudent to let it remain idle on the remote prophecy of a revival of the cotton-growing industry. There is no other branch of farming that guarantees such large returns for the capital invested as wool growing. That sheep husbandry on a more extensive scale is contemplated in the South there can be no doubt. Its growth and development will unquestionably accelerate the manufacturing and industrial movement which is making such remarkable headway in these resourceful States.

The testimony of all who have attempted wool growing in the South is that it is profitable and that better opportunities could not be found in the more prominent wool-producing States. Everything favors sheep husbandry—pure water, climatic conditions, advantages of low-priced land, excellent pasturage and facilities for shipping.

The wool produced is of a fine quality and there is no difficulty in finding a ready market for the product. The South has many advantages over the West in transportation, as well as in situation to the great wool-manufacturing districts.

There is no doubt that the Southern States are eminently fitted for wool production, and when the farmers of the South are educated to the importance of wool growing the agricultural, industrial and financial interests will be enhanced.

There is no danger that an overproduction of foreign wool will injure the value or importance of domestic wool growing.

Consumption will grow in proportion with production, and it is doubtful whether the surplus wool will ever permanently injure the industry.

The estimated consumption of raw wool in the United States is over 600,000,000 pounds a year, and their production is considerably less than one-half of that. Here is an exceptional opportunity for the South to assist in making up this deficiency, and keep in the country millions of dollars that are being paid out annually for imported wool.

The value of the sheep industry is put at over a hundred million dollars for live stock alone. The annual product of this large industry exceeds seventy-five millions. Over half of this income is for wool. The industry is growing stronger with each succeeding year. Will the South avail itself of the many millions of dollars which the wool-growing and wooden-manufacturing industry represent?—The Wool Record.

New England's Lack.

The United States Investor, discussing the cotton-mill depression in New England, argues that the fall in cotton manufactures was due, and largely continues to be due, to the diminishing purchasing power of the people of this country, and says: "The lamentable feature of the situation is that the Northern manufacturers did not sooner discover what was the matter. The fact that they did not do so has added greatly to their distress. Failing to observe that the depression was caused primarily by the hard times resulting from the panic of 1893, they fell back on the conclusion that they were being driven to the wall by Southern competition, and that the only thing for them to do was to start mills of their own in the South. In this way they have helped put off the day when their particular industry will feel the full benefit of the return of general business to normal conditions. Despite this fact, however, we do not doubt that the purchasing power of the American people will eventually be such as to impart a stimulous once more to the cotton manufacturing industry, putting it, so to speak, on its feet. This, of course, cannot be done without due regard for proper economy and management on the part of manufacturers. The day for profits for incompetents has gone by forever in this country."

THE COTTON ACREAGE.

Estimated Decrease of More Than 5 Per Cent. This Year.

Upon reports from 2488 correspondents, Messrs. Latham, Alexander & Co., of New York, estimated on June 2 that the total decrease in cotton acreage in the United States for 1898 is 5½ per cent., or 1,335,000 acres less than last year, and the average planting of the crop is about the same as last year, when planting was late. The reduction in acreage has been brought about by the low prices of cotton, reluctance of commission merchants to make as liberal advances to the planters as last year, in the face of war, and the increase in acreage in tobacco, wheat and corn, on account of the high prices of these commodities. The comparison by States follows:

State.	Acreage. 1897.	1898.
Alabama	2,913,000	2,796,000
Arkansas	1,735,000	1,594,000
Florida	252,000	239,000
Georgia	3,604,000	3,388,000
Louisiana	1,254,000	1,216,000
Mississippi	2,816,000	2,732,000
North Carolina	1,260,000	1,172,000
South Carolina	2,114,000	2,008,000
Tennessee	876,000	806,000
Texas	6,578,000	6,183,000
Various	669,000	692,000
Totals	24,071,000	22,726,000

The Trouble in Textiles.

Much has been said during the past year or more about the great depression in this country in cotton manufacturing. Long articles have appeared in some of our prominent newspapers setting forth the claim that we had arrived at a point where there were too many cotton mills. These articles were written, in most cases, by men unfamiliar with the subject which they were treating, and are very misleading to those who do not take the pains to investigate the cotton industry as it is at the present time. * * * The ratio of cotton spindles per capita does not increase very fast, while the consumption of cotton goods per capita increases very fast, having nearly doubled in the last fifteen years. If we believe we have at the present time too many cotton mills in this country we deceive ourselves, for such is not the case. The trouble is, we have too many old mills—mills where the machinery is out of date and wornout, and will never be operated at a profit until they are equipped with new and up-to-date machinery.—Boston Journal of Commerce.

Improved Baling Must Come.

[The Huntsville (Ala.) Daily Mercury.]

In a signed article from Thomas P. Grasty, general correspondent of the Manufacturers' Record, that paper presents some facts that should interest every thoughtful cotton grower. Mr. Grasty makes a plea for an improved baling system, and says good judgment dictates that the round bale has come to stay.

The idea held out by Mr. Grasty is that the cylindrical bales are forever out of the hands of middlemen when they are weighed at the gin, and that the profits reaped heretofore by these middlemen will go hereafter to the farmers who grow the cotton and are entitled to all the values contained therein.

Uniformity in cotton baling is certainly desirable, and the indications are that the round bale will soon supplant the old, ugly square bale. Of course, the change will be gradual, because of the money now invested in compresses and square-bale boxes, but as they are rebuilt it is only reasonable to suppose round-bale plants will go up in their stead.

The Cotton Movement.

If the same percentage of the crop of 1897-98 be brought into sight between now and the end of the season as came forward in the same time from the crop of 1896-97, the figures of the cotton crop of the past season will be 11,236,464 bales. According to the report of Secretary Henry G. Hester, of the New Orleans Cotton Exchange, the amount of cotton brought into sight in the nine months ended May 31 was 10,785,817 bales, an increase over 1897 of 2,156,740. Exports were 7,062,759 bales, an increase of 1,319,258; takings by Northern mills 2,200,989 bales, an increase of 536,632; by Southern mills 964,173 bales, an increase of 52,432 bales.

Textile Notes.

The Gaffney Manufacturing Co., of Gaffney, S. C., has commenced the erection of a two-story 90x75-foot addition to its mill. The addition will be equipped, when completed, with twisters. This mill is one of 51,116 spindles and 1400 looms.

Myer Levi, of Rutherfordton, N. C., who recently purchased a cotton-factory building, will equip same for the production of cotton goods. An equipment of 2080 spindles and twisters, electric-lighting plant, fire-protection system, etc., will be installed.

The Richmond Cotton Mills, of Richmond, Va. (formerly the Old Dominion Cotton Mills), has filed in court two mortgage bonds, one being for $30,000 and one for $20,000. It is said that the plant will make immediate arrangements for resuming operations and employ 300 operatives.

The property of the Swift Creek Cotton Mills, located near Petersburg, Va., was sold at public auction during the week by order of court. The plant was bid in by Mr. E. A. Hartley, of Petersburg, at $5500, subject to confirmation of the court. The mill property is said to have cost originally $50,000.

At the annual meeting of the alumni association of the North Carolina Agricultural and Mechanical College a resolution was adopted thanking the Manufacturers' Record and other papers for the valuable assistance rendered in publishing matter relative to the proposed textile school at the college.

Work has commenced on the erection of the buildings for the Gaffney Carpet Manufacturing Co., of Gaffney, S. C. There will be six buildings, the main one to be two stories high, 123x71 feet, an annex 42x71 feet, office 41x22 feet, engine-room 42x20 feet, boiler-room 42x40 feet, dyehouse 60x42 feet. Cottages for the operatives will be erected also. The mill and tenements will have water system, and the company will use 600,000 cubic feet daily. A 100,000-gallon tank will act as reservoir.

As recently stated in the Manufacturers' Record, the Weldon Oil Mill Co., of Weldon, N. C., is putting in an extensive round-bale compress system, which will, we believe, be the first plant of this kind in North Carolina. This system has been pushed very actively and successfully in the Southwest, and the establishment of a plant at Weldon will be watched with great interest by cotton people. Weldon is admirably located for such a plant, as it is the center of a great cotton-growing district and has abundant transportation facilities for receiving and shipping cotton. The new plant will be a part of the business of the Weldon Oil Mill Co. The Roanoke Navigation & Water Power Co., of which Mr. James W. Wilson is president, is interested in these enterprises. This company has a fine water-power already extensively used, but with 2000 horse-power additional ready for immediate use. Some leading capitalists of the North, including Senator Cameron, have long been identified with this company, which, in a recent announcement, said: "Weldon is the center of the richest cotton land in the South, 200,000 bales of cotton being annually produced." The selection of this point for a round-bale compress system seems, therefore, to have been a very judicious one.

Dallas Commercial Club.

The Dallas Commercial Club has issued an address to the wheat-growers of its territory. In accordance with its plan to make the city a good market for the products of the farmer, the address says that should the farmers bring their wheat and oats to Dallas they will get the best prices prevailing in the country. This belief is based upon the fact that the city has already one mill which buys thousands of bushels daily, and that another, recently purchased by one of the largest milling concerns in Texas, will probably soon resume operations. It is argued that it frequently happens that a mill in filling immediate and pressing orders can afford to pay and does pay better prices for wheat than the professional buyer. Another advantage suggested is the 1,000,000-bushel elevator, where grain may be stored and insured at very low rates, and, if desired, may be made the basis for liberal advantages. This plan of the Commercial Club is founded upon the safe theory that the better the prices received by farmers the better the opportunities for the merchant, and it offers an opportunity for party co-operation of the two classes.

It is understood that about $500,000 has been appropriated for rolling stock on the branch of the Mobile & Ohio Railroad which, as recently stated in the Manufacturers' Record, has been completed between Montgomery, Ala., and Columbus, Miss.

PHOSPHATES.

Fertilizers in Tennessee.

Arguing from the fact that Chattanooga is in excellent position to obtain ammonia and the acids needed to go with the phosphate, and to ship products to the farmers who need them most, the Chattanooga News is advocating the establishment of a fertilizer factory. It says:

"Chattanooga should have an establishment for manufacturing fertilizers. It is within easy reach of the phosphate fields of Middle Tennessee on the one hand and of the farming district of the South which most needs this element of the soil on the other. Phosphate constitutes the bulk of nearly all the fertilizers that are used in the United States. It is found in South Carolina and Florida in large quantities, but it lies in greatest perfection at Mount Pleasant, in Middle Tennessee.

"There are several miles square at Mount Pleasant completely underlaid with the phosphate rock. It lies in ledges of from three to six feet in depth, being composed of layer after layer of flat stones from two to three inches thick. The phosphate ledges begin from one to six feet below the surface. When the top soil is removed it is easy to pry these flat layers apart, to break them up into small pieces and to load them on the cars ready for shipment to the fertilizer factories, where it is ground and mixed with other necessary ingredients. A branch of the Louisville & Nashville Railroad runs through the center of this phosphate field, so that all the conditions for mining, loading and shipping are of the most desirable character. This phosphate itself is of the highest quality, being over 90 per cent.

"The material is there in such great abundance and is so easily mined that it can be put upon the market cheaper than any phosphate in the world. In fact, it is so cheap that it has brought the markets down everywhere, and leaves no profit of consequence to those who mine it at Mount Pleasant. It is as though everybody on the ocean beach should start in to deliver sand. The very abundance of it renders it of little or no profit to those who handle it. The complete fertilizer, however, of which it forms the main ingredient, sells for prices immensely in advance of this raw material. Phosphate can be bought f. o. b. at Mount Pleasant for less than $2 a ton, while the complete fertilizer is sold to the farmers at $20 and $30 a ton."

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., June 9.

A much better tone has ruled during the past week in the phosphate market, and, with other fertilizer ingredients, the outlook is much more promising. Favorable crop prospects and good prices have quickened both the domestic and foreign demand and values are much firmer. From foreign sources 6d. per unit has been bid and refused for Peace River rock, while quotations today are 6d. to 6½d. per unit. Shipments of Florida and South Carolina rock will be much larger for this month than those of May, a number of new charters having been reported during the week. There is a good demand for Tennessee phosphate rock and prices are firm, with a good output reported in the Mount Pleasant district. During the week a local firm chartered the schooner Isaiah Hart, 799 tons, to load phosphate rock at Charlotte Harbor for Baltimore at $1.80. In New York the freight market ruled more active, with a better offering of tonnage, at easier rates for coastwise business. The following charters were reported last week: British steamer Ravensheugh, 1116 tons, Sicily to New York with sulphur at 12s., and then to Fernandina for phosphate rock for Stockholm at 20s., July; British steamer Moorby, 1673 tons, from Fernandina to Cork and Dublin with phosphate rock at 21s. 6d., June; British steamer Eclipse, 975 tons, from Fernandina to Hamburg with phosphate rock at 21s., Memel 22s., or United Kingdom or Rotterdam 20s., June; British steamer Falka, 1101 tons, from Fernandina to Rotterdam with phosphate rock at 20s., with options, June; British ship Rathdown, 2058 tons, from Coosaw to Yokohama with phosphate rock at 32s. 6d., July-August; two schooners, 1031 and 1387 tons, from Tampa to Cartaret with phosphate rock at $1.80; British steamer Buckminster, 1297 tons, from Coosaw to the United Kingdom or Continent with phosphate rock on private terms; schooner Talofa, 1139 tons, from Charlotte Harbor to Baltimore with phosphate rock at $1.80; British steamer City of Newcastle, 1245 tons, from Fernandina to Hamburg with phosphate rock at 19s., and a British steamer, 1341 tons, from Brunswick to Rotterdam with phosphate rock at 17s., July.

Fertilizer Ingredients.

The tone of the market for ammoniates continues firm, with business fairly active. Stocks in the West are light and prices well maintained. A number of inquiries as to prices are coming from the South, but manufacturers are not quite ready to purchase. There is a good volume of business reported from Eastern buyers. Nitrate of soda is somewhat easier in tone, while sulphate of ammonia is firmly held at quotations.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	$2 50	@	——
Nitrate of soda	2 50	@	——
Blood	1 85	@	1 90
Hoof meal	1 70	@	——
Azotine (beef)	1 95	@	2 00
Azotine (pork)	1 95	@	2 00
Tankage (concentrated)	1 75	@	——
Tankage (9 and 20)	1 85 & 10	@	1 90 & 10
Tankage (7 and 30)	16 00	@	17 00
Fish (dry)	20 00	@	——
Fish (acid)	12 00	@	——

Phosphate and Fertilizer Notes.

The British steamer Casos for Genoa cleared from Savannah last week with 1100 tons of Florida phosphate rock and other cargo.

Messrs. J. M. Lang & Co., of Savannah, Ga., report the shipments of phosphate rock from that port for the month of May last at 1800 tons for Stettin, Germany.

Receipts at Raleigh, N. C., from sale of tonnage-tax tags for fertilizers for the half-year ending May 31 were $52,362, which shows that over 200,000 tons were sold, at an estimated value of $4,000,000 on a basis of $20 per ton.

The United States Supreme Court at Washington last week decided the case of the Patapsco Guano Co. vs. The Board of Agriculture of North Carolina. The case involved the validity of the North Carolina State law providing for the inspection of fertilizers, and sought to enjoin the collection of charges for such inspection. The opinion was rendered by Chief Justice Fuller, and sustained the law affirming the opinion of the Circuit Court of the eastern district.

The domestic shipments of phosphate rock from the port of Charleston, S. C., for the week ending June 3 were as follows: Schooner Clara Goodwin for Weymouth with 1450 tons, schooner Anna L. Mulford for Baltimore with 800 tons, schooner Warner Moore for Richmond, Va., with 675 tons; schooner R. G. Dunn for Cartaret, N. J., with 900 tons, and schooner Isaac H. Tillyer for Elizabethport, N. J., with 842 tons. The total shipments from Charleston for domestic ports since September 1, 1897, amount to 73,455 tons, against 71,440 tons for the corresponding period last year.

The shipments of phosphate rock from the port of Fernandina during the month of May were of better volume than any month during the present year, amounting to 24,517 tons, distributed as follows: Steamships Accacia for Stettin with 3368 tons; Zoe for Antwerp with 2571 tons; Hilda for Gothenberg with 2025 tons; Elfie for Stettin with 2486 tons; Pocklington for Glasgow with 1658 tons; Birchtor for Rotterdam with 3839 tons; James Turpie for same port with 2070 tons; Daventry for Landskrona with 3250 tons, and Gellineva for Hamburg with 3250 tons; previous shipments 47,646 tons, making a total for five months of 72,163 tons. The estimated shipments for June are 25,000 tons, and the following charters are reported: Steamers Smyrna and Newstead, by H. A. Ford; steamers Cheniston, Winnie, Harlyn, Moorby and Eclipse, by Dunnellon Phosphate Co.; steamer Ravensheugh, by C. E. Abson, and steamer Hilleray, by J. Carstens.

NEWPORT NEWS' SHARE.

Vessels Built There Now in Service of the United States.

In the May number of Marine Engineering, in which the leading article is devoted to an illustrated account of the launching of the battleships Kearsarge and Kentucky at the Newport News (Va.) shipyard, is published a list of warships and auxiliary vessels recently acquired by the United States. Of these the Cramps built the Wasp, an auxiliary gunboat, 630 tons displacement; the Yosemite, auxiliary cruiser, 8000 tons; the Lebanon, collier, 3500 tons; McCulloch, gunboat, 1280 tons; St. Louis, auxiliary cruiser, 11,629 tons, and the St. Paul, auxiliary cruiser, 11,629 tons, a total displacement of 36,668 tons. Six were built at the Newport News shipyard—the Solace, hospital ship, 6000 tons; the Yankee, auxiliary cruiser, 8000 tons; the Prairie, auxiliary cruiser, 8000 tons; the Dixie, auxiliary cruiser, 8000 tons; the Algonquin, auxiliary gunboat, 187 tons, and the Buffalo, dynamite cruiser, 7080 tons, a total of 37,267 tons displacement. Of the fifty-five vessels in the list, forty-four were built in this country. Considering the few years in which it has turned out vessels, the share which the Newport News shipyard has had in the acquirements of the United States is decidedly suggestive of the position which it is to occupy in the expansion of the navy and the merchant marine.

Dr. W. B. Phillips has been elected secretary of the Birmingham (Ala.) Commercial Club.

At a recent meeting of the directors of the Laurinburg Cottonseed Oil Mill, at Laurinburg, N. C., the lease to a Philadelphia firm was declared off. Officers were also elected for the ensuing year.

The market in New Orleans for cottonseed products is reported quiet and steady, with values firm for oil and steady for cake and meal. Receivers' prices are quoted as follows: Cottonseed meal jobbing at the depot, $17.50 per short ton and $19.50 per long ton for export, f. o. b.; cottonseed oil, 18 cents per gallon for strictly prime crude; in bulk, 16 cents, and 22 cents for refined oil at wholesale or for shipment; oilcake, $19.50 per long ton f. o. b.; linters—A, 3½ cents per pound; B, 3⅛ cents; C, 2⅝ to 3 cents; hulls, delivered at 12 to 17½ cents per 100 pounds, according to the location of the mills.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., June 8.

The market for cotton oil rules firm, with conditions practically unchanged since date of last issue. A feature of the market, however, consists in the steady drain on the comparatively light stocks, thus adding further strength to oil. While deliveries are proceeding, they are undoubtedly limited in volume, as very little oil is on offer; but, with a slight concession in price, considerable business would be transacted alike for home and foreign use. Lard is a little easier, but the weaker feeling is due not so much to natural as to artificial causes. This has had no effect on cotton-oil values, and the outlook would indicate that lard will assume its upward movement, influenced by the usual and natural controlling factors, regardless of manipulative pressure. September lard, Chicago, is quoted at 6.20 cents, while tallow is also slightly easier, 4 cents being quoted for New York city make. Compounders are anxious buyers, but the soap trade appears to be fairly well supplied, and, unless tallow and soap advance in price, the demand from this source will be necessarily limited. The export demand is of a quiet character, the expected improvement not having materialized. The outlook in this respect is encouraging, however, and it would look as if European consumers will be compelled by force of circumstances to accept the prices fixed here. The mills and holders generally foresee this, hence the limited quantity of oil on offer. With regard to the reciprocity treaty with France, it would appear on closer study of its text that it is misleading. As a matter of fact, very little, if any, change has been made on the duty imposed on cotton-oil imports; nevertheless the acknowledged shortage in seed oils for soap-making purposes in France will have the effect of increasing the demand for American oil. While sales of prime yellow were made today at 26 cents, prime yellow for bleaching is held at 27 cents. The latter grade is in good demand, owing to increased compound-lard manufacture. During the week Western compound-lard refiners secured 7500 barrels of prime yellow at 23 cents, delivered Chicago, and 21 to 22 cents f. o. b. in the valley. Fancy oils are in good demand, with white oil and crude scarce. The following are closing prices: Crude, 21 to 22 cents; crude loose f. o. b. mills, 17 to 20 cents; summer yellow, prime, 26 to 26½ cents; summer, off grades, nominal; yellow, butter grades, 28 to 29 cents; white, 31 to 32 cents; winter yellow, 31 to 32 cents; salad oil, 32 to 33 cents, and soap stock, ½c. to ⅝c. per pound. English oil, Liverpool, is strong at 16s. 9d., but seed is slightly cheaper.

Cake and Meal.—The improved demand abroad has increased shipments and a good export business is reported. Reports from the United Kingdom are to the effect that cotton cake is in better demand, owing to the inclemency of the weather, and as stocks are getting into a small compass, holders are very firm in their views.

The steamship Archtor cleared for Galveston last week with 88,051 sacks of cottonseed meal for Hamburg, and steamship Helios for Vera Cruz with 100 barrels of cottonseed oil among her cargo.

MECHANICAL.

Rapid Growth of Cotton Production in Indian Territory.

While cotton-growers and manufacturers are familiar with the extent of cotton production in the Indian Territory, the general public is not, and it will doubtless surprise many to know how rapidly that Territory is coming to the front in raising cotton and in the adoption of improved methods of cultivation and handling. In 1895-96 the Indian Territory area given to cotton cultivation was 212,847 acres, in 1896-97 it was 342,684 acres, and in 1897-98 it was 459,197 acres, or five times the cotton acreage of Missouri and nearly double the cotton acreage of Florida. In fact, the cotton acreage of the South has shown comparatively little change of recent years, except in the Indian Territory, though, of course, it has fluctuated from year to year, increasing in some years and decreasing in others. This remarkable gain in the acreage, is accompanied by a noteworthy attention given to improved handling, indicating that the cotton ginners of that Territory are as progressive as the growers. It is somewhat surprising, though, to learn that an Indian Territory gin and compress led the whole country last year in the number of bales of cotton handled by the improved round-bale process. Out of over thirty combined gin and compress plants operating last year under this system, the one at Muscogee, I. T., was in the lead with 4133 bales, averaging 451 pounds each. This fact, taken in connection with the very rapid increase in acreage and production, may well cause the cotton-growers and handlers of the old cotton States to study how to meet the increasing competition that is promised from that Territory.

Bearing on this point the Manufacturers' Record has a letter written by the late Hon. Hector D. Lane, president of the Cotton Growers' Association, who went out to Indian Territory to study the situation, and after his return expressed largely more than doubling in two years, his surprise at what he had seen. In the course of his letter he said:

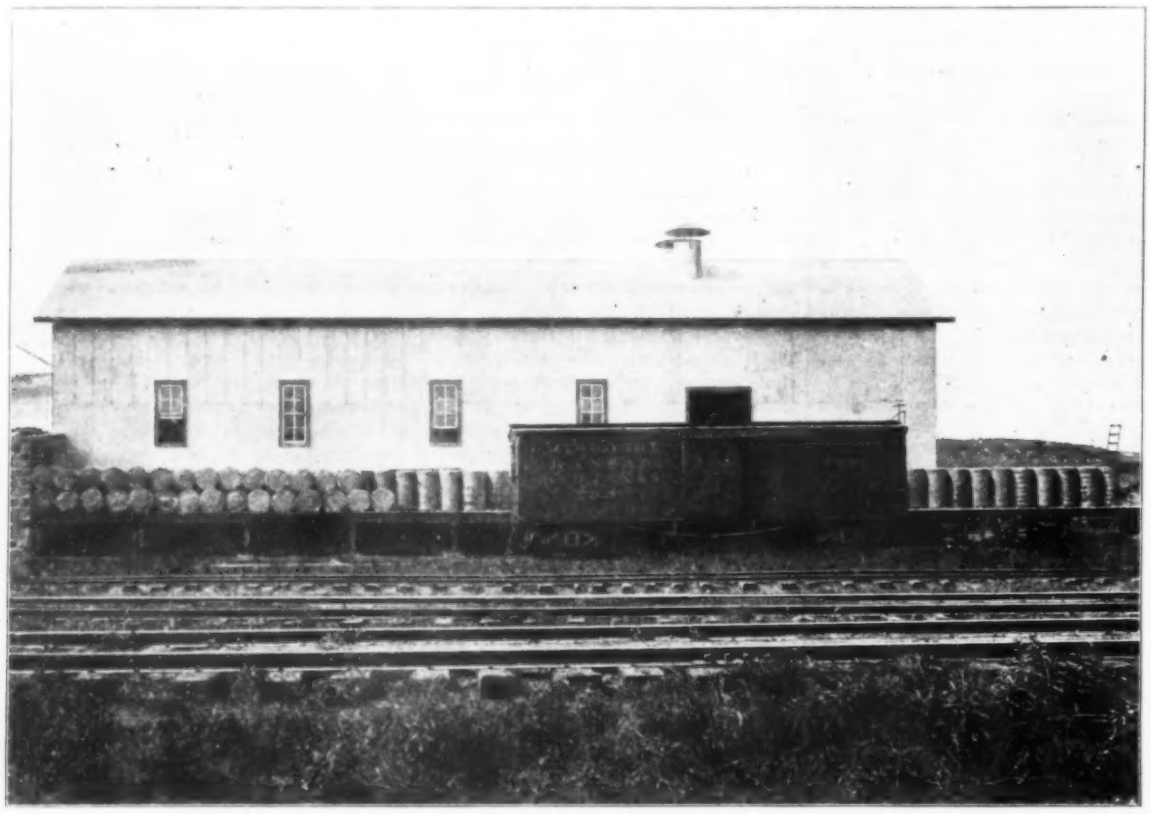
"In a few years the producing capacity of this country—Oklahoma and Indian Territory—will only be limited by the capacity to gather the crops. They are now making more in these sections than I think they can pick, unless they are blessed with most propitious gathering seasons.

"I deplore the fact, but am forced to admit that it appears to me now, after having become acquainted with the productiveness of the Indian Territory and Oklahoma as a cotton country, that the old Southeastern States will have to substantially turn over the growing of cotton to this new country, that is eminently adapted to the raising of the fleecy staple.

"I feel justified in stating as the result of my observations that the prevailing conditions, customs and habits of this new country render it a more attractive field for this new process and system of handling cotton than any locality of any extent that I know of in the cotton belt. The lands are owned or worked under the rental system, in small bodies. The people seem to be in more independent circumstances, have more control over and right to dispose of their crops. The productive capacity as a cotton country is enormous, and there seems to be a general disposition to sell the cotton in the seed without giving it any more handling. This practice, I suppose, which seems to have become nearly a custom, is, I imagine, the result of having had limited facilities for ginning and baling in the primeval condition of the country, which dates only a few years back."

The statements made by Mr. Lane, as well as the facts given showing the increase in production in the Indian Territory, demand the attention of cotton-growers in the older cotton States. In order to maintain themselves against the competition of this new region they must decrease the cost of raising cotton, produce their own foodstuffs and lower the cost of compressing and handling cotton.

In connection with this, the accompanying cut of this round-bale gin and compress at Muscogee, showing the size of the plant and the attractive look of the several hundred bales of cylindrical cotton piled on the platform, is of interest. The Patterson Mercantile Co., Muscogee, I. T., will be glad to give information about the working of its gin, which it claims effects a large saving to the cotton-growers, or information on the same subject can be had from the American Cotton Co., Monadnock Building, Chicago.



SIX-GIN ROUND-BALE PLANT OF THE PATTERSON MERCANTILE CO., MUSCOGEE, I. T.
Made Over Four Thousand Round Bales Last Season.

New Ironclad Motor.

The accompanying engraving is from the new "Commercial" ironclad motor, which has just been placed on the market by the Commercial Electric Co., Indianapolis, Ind. This motor is compact and attractive in appearance, as well as thoroughly protected from mechanical injury, dust and dirt, while the large lids which are placed in the casing above and below the commutator allow of easy access to the brushes when desired. The novel method of mounting is admirably adapted for ceiling suspension, as well as for installation directly on the floor or foundation, and when suspended the operation of the belt-tightening device is in no way interfered with or more inconvenient than when mounted on the floor, since there are no bolts to be loosened, but the machine can be mounted on its support as with other ceiling machines. It is extremely convenient for direct belting to elevator machines when used in this way, and the company makes a special reversible motor and controller for that purpose.

FIG. 1.

The magnet frame is of steel, with circular cores and pole shoes of similar material, thus affording a low resistance air gap and greatest possible efficiency of the magnetic circuit, while the end casings which carry the bearings are of cast iron, and are provided with ample ventilating holes. The workmanship and material throughout are of the highest class. The shafts are of steel and bearings self-oiling, with bronze linings, which are easily renewed.

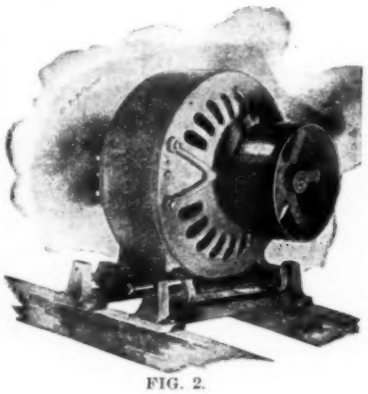
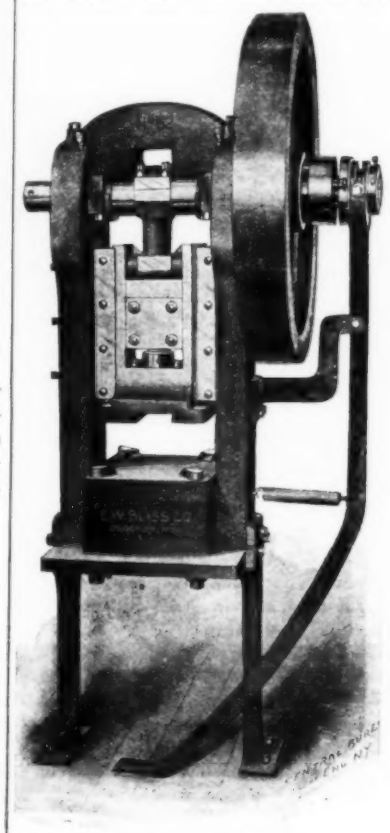


FIG. 2.

Carbon brush-holders of simple construction and large capacity are used, and owing to the strong magnetic field the sparking and change of lead is avoided, so that the machines may run a long time and require little attention. The motors are built in two standard speeds, so that they are adapted to a large variety of uses.

Special "Bliss" Press.

This press has been built recently by the E. W. Bliss Co., of 137 Plymouth street, Brooklyn, N. Y., for manufacturers who prefer the style of legs shown to the usual form, the object being to have the operator hold onto both ends of the stock by sitting at one side and spanning the press between his arms and legs. The clutch as shown is so arranged that the slide may be stopped or started at any point of the stroke. This style of clutch, however, is furnished by the manufac-



SPECIAL "BLISS" PRESS.

turer on special order only, the new "Bliss" clutch being usually preferred.

Presses mounted on narrow legs like this one have to be braced against the wall or ceiling. The principal dimensions of the machine illustrated are as follows:

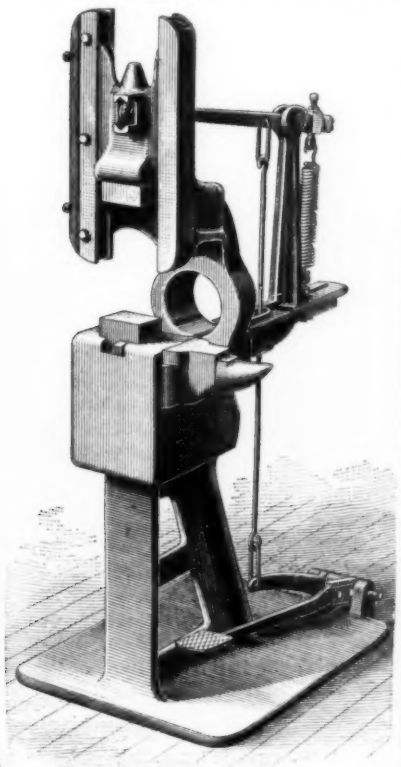
Standard opening in bed, six inches round; width between uprights, fourteen inches; distance from bed to slide when up, nine inches; distance between gibs, eight and three-quarter inches; standard stroke of slide, one and one-half inches; maximum stroke of slide, three inches; adjustment of slide, one and one-half inches; area top of bolster plate, F. & B. by R. & L., 14x14 inches; total weight as shown, 2900 pounds. These measurements may be modified somewhat to suit special requirements. This press is also built as a geared machine, in which case it weighs 3500 pounds.

The Bliss Company makes a specialty of presses, dies, drop hammers and automatic machines for the production of sheet-metal goods, and will be pleased to correspond with anyone who is interested.

Foot-Power Forge Hammer.

This foot-power forge hammer has been especially designed for the carriage, wagon and hardware manufacturers who are constantly striving to economize in the output of their forge and smith shops.

This design is the result of ten years' practical experience in the forging business and study of economical tools for that purpose. This hammer represents all the desirable features of the old-style



FOOT-POWER FORGE HAMMER.

forge hammer, and possesses a number of new features.

The principal feature which this hammer possesses over all other styles of foot hammers is the vertical blow which it delivers. This becomes practical only after adding certain improvements which overcome the friction of the head in the guides.

As most operators know, old-style foot hammers deliver a blow under a radial motion, which is unsatisfactory. This objection is particularly noticed in the working of flat iron. In the forging of a piece of flat iron under all other styles of foot hammers you may strike the flat surface of the iron with satisfactory results, but when you edge it up under the same die you receive the results of the radial stroke by hacking the edges of the iron with the rear corners of the dies. It is claimed that the Kern hammer always delivers a square blow on any width or thickness of stock which you may desire to forge.

The hammer also possesses a desirable feature in the setting and arranging of the dies for accurate work. While the dovetail in the hammer head is planed through laterally, the dovetail in the anvil block is planed through at right angle to the former. This allows one to shift the dies at right angle and have them in line at once.

Power hammers usually must be run or operated at high speed in order to effect a heavy blow, and run at a low speed to receive light or finishing blows. The Kern hammer is just the opposite, which means so much in the producing of light forgings. In striking a blow with this hammer the operator has full control of the blow and can deliver one or more blows with as much intervening time as he may desire and with as telling results as fast and consecutive blows. The operator can strike the first blow just as hard as any consecutive blow and have plenty of time to change his work from one impression to the other in the die.

In joining or welding light stock, such as one by one-quarter inch, the operator can bring it from the fire and strike it the first blow flatways and the second blow very light on the edge without crushing or spoiling the forging.

It is claimed that this hammer can strike a blow of 4000 pounds and the following blow light enough to barely crush the shell of a peanut.

For further particulars address the makers, Messrs. Kern & Brown, of Oil City, Pa.

An Improved Windmill.

The Aerostatic Power Co., of Baltimore, is placing on the market an improved windmill, which has met with much favor wherever used, owing to its simplicity, economy and many improvements. It is termed the "Aeolus." A simple centrifugal governor regulates the motion of the wheel perfectly, never permitting the revolutions to exceed the desired number per minute. The windmill runs as steadily and with as much safety in a gale as in a moderate wind, resulting in a remarkable saving of wear, not only on the mill itself, but also on the attached pump or other machinery. It automatically adapts itself to varying loads. The pinion on the main shaft and the pump gear are each between two bearings. This keeps the gears in proper mesh and prevents uneven wear of the teeth and bearings, besides so reducing the friction as to allow the mill to run in a very light wind. The end-thrust friction on the main shaft is minimized by ball bearings. Balls are also used in the turntable and at the lower end of the mast, which, in connection with the extra large vane, allow the mill to shift with the slightest change in the direction of the wind, always keeping the machine in position for the most effective work, no matter how light the breeze.

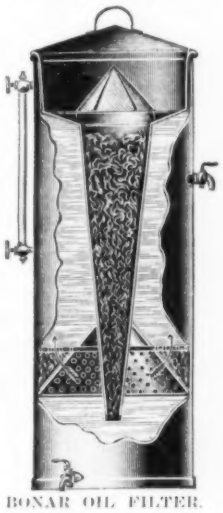
When furled each sail stands edgewise to the wind and the wheel has no tendency to turn in any direction. This renders a brake superfluous. Ball bearings are used throughout, thus reducing friction to a minimum, while the spokes from the sails to the central ring are tangent to it, holding all the sails in the proper position. It makes no difference from which direction the wind is blowing, nor how many times it changes while the mill is running, as there is no vane to follow the direction of the wind. The parts most liable to damage from exposure to the weather are encased in the head, out of reach of rain, snow or sleet.

Bonar Oil Filter.

The Class "B" oil filter is designed to meet the demand for a first-class waste filter at a reasonable price. It is large, strong and substantial, and in efficiency is not excelled. Class "B" filter is made in the smaller sizes only.

The oil is introduced on top the conical-shaped sieve, and passes through the filtering material in center cone to the bottom. It then passes up through the filtering material in the lower part and is drawn off by supply cock on top.

It can be readily cleaned and every part



BONAR OIL FILTER.

is accessible. The filtering material can be taken out by lifting out the wire screen, having lifting rings on top. The entire inside can also be easily removed for cleaning and renewing filtering material in lower part.

Purchasers desiring steam loop in filter can have it by paying additional charge.

The construction is strong, with screwed fittings, each filter having a supply and blow-off cock and water gauges.

For further particulars address the makers, Messrs. James Bonar & Co., of Pittsburg, Pa. (Offices in Carnegie Building.)

Paints for Machine Shops, Foundries, etc.

Previously I have indicated reasons for preferring combination paints based on zinc-white for painting of factory interiors, including machine shops, foundries, etc., but in such situations the common prevalence of coal gas becomes the determining factor in the choice of materials.

The interiors of shops are not commonly painted, though it may be said that, as a preservative alone, a few coats of good paint would be an economical investment, even in the casting-room. Painting on shop and foundry premises usually includes only offices, storerooms, pattern-rooms and possibly the engine-room.

To the desiderata for the working-rooms of mills, of light, health and cheerfulness, one should add for the situations under consideration the supreme essential of chemical inertness. All lead compounds are very sensitive to the chemical action of sulphurous gases, and in situations where such gases are prevalent lead paints are absolutely debarred. There remain familiar pigments to which this objection does not apply, including all the earth paints—mineral browns, iron oxides, siennas, umbers, ochres, graphite, etc.; the only familiar white pigment in this category is zinc-white. The pigments named are suitable for the use defined, but on the score of light diffusion it is advisable to use the colors merely for tinting the zinc-white, and to use a light tint rather than a dark shade.

Painters in general hold that zinc-white alone has not sufficient body (opacity) for general use in its pure state, though that thus used it is exceedingly durable, both in substance and color. This objection paint manufacturers overcome by grinding with the zinc denser materials, such as barytes, silica, whiting, gypsum, etc., which, requiring less oil to fit them for the brush, increase the density of the pigment. Where a clear, brilliant white is desired, beauty and satisfaction is obtained from the pure French process zinc. Zinc, however, dries more slowly than lead, and in using it add a small proportion of light manganese, drying oil. The ordinary driers made with lead are unsuitable for use with zinc, as they have the common tendency of all lead salts to blacken on exposure to sulphurous gases.

Until recently it was difficult to buy pure zinc paints under their proper designation, excepting the expensive imported varieties, but now paint manufacturers are grinding the domestic zincs (both French and American process) with the proper driers added, so that the addition of pure bleached linseed oil is the only necessary to fit them for application.

Three coats of such paint will suffice to make a very good job on new work, though four thin coats of any paint are better than three thick ones. Other things being equal, the paint containing the largest proportion of oil is always the most durable, and more oil can be got on a surface by the use of zinc than with any other white pigment. If a high gloss is desired, the last coat may be a zinc enamel, which is simply a pure zinc paint containing a goodly proportion of high-gloss white varnish.

Interior painting properly done with pure zinc or with a combination free from lead should last, even where sulphurous fumes abound, ten, fifteen or twenty years, and exterior painting nearly as long.

It is the practice of some painters to apply in such exterior situations a priming of pure lead in oil, a second and sometimes a third coat of lead, with anywhere from 10 to 30 per cent. of zinc, finally covering the whole with a protective coat of pure zinc. Such a series of coatings will undoubtedly hold color better than pure lead, but there is a decided disadvantage in the lack of homogeneity of the several coats, and, if a combination is preferred, greater durability and greater economy can be obtained by substituting fine barytes for the lead. A combination of 60 per cent. of zinc-white with 40 per cent. of barytes has been favored by grinders for many years, and combinations of this character have won general favor under the title of "Extra White Lead," etc.

As I have intimated, the purity of the liquid materials (linseed oil, turpentine, etc.,) used in preparing paints is at least equal in importance to the nature of the pigment itself. Fairly durable paint can be made of nearly any opaque substance from clay to iron ore, if the "thinners" be pure; but uninstructed buyers of linseed oil and turpentine run great risks of receiving a ruinous percentage of petroleum oil in either product, and good paint cannot be made out of materials containing either mineral oils or vegetable non-drying oils. In buying the better grades of prepared paints this risk is avoided, and the painter when he purchases oil and turpentine for thinning purposes cannot be too careful in seeing that his oil comes from a recognized flaxseed crusher and that his turpentine is of the proper specific gravity (31 degrees Baume) and leaves no grease spot on white paper. With "thinners" that are above suspicion and pure zinc-white for inside use, and a combination paint based on zinc for outside use, painting can be done on the premises of foundries, machine shops, locomotive roundhouses, etc., without fear of deterioration or alteration from the effects of coal gas.

STANTON DUDLEY

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., June 9.

The local lumber market continues to show material signs of improvement and the volume of business reported during the past week has been larger than usual. There is a fair demand from the usual sources, and prices, while not quotably higher, are generally firm at quotations. In yellow pine receipts are moderate and stocks of air-dried lumber about sufficient for the present demand. Box-makers and planing mills are buying more freely and there is some demand for building purposes. Kiln-dried North Carolina pine is moving better, both for home and foreign account, and prices for certain grades are a shade firmer, while throughout the list values remain steady. Cypress is quiet and steady, with no urgent demand. There is a fair business reported in white pine and considerable inquiry from out-of-town buyers, which will result in actual business later on. Stocks of white pine are not excessive and values are firm, with receipts moderate. In hardwoods there is a fair inquiry from manufacturers of furniture and other woodworking concerns, with stocks generally light and prices firmer. There is some export business reported, but scarcity of vessels and advanced freight rates have a tendency to restrict operations of shippers.

Savannah.

[From our own Correspondent.]
Savannah, Ga., June 6.

Trade in all departments of the lumber industry of this and nearby Georgia ports continues fairly active, with a good demand for lumber from domestic and foreign sources. The scarcity of vessels is now no longer a complaint among shippers, but, on the other hand, there is a liberal offering of tonnage at reduced rates. All the mills along the various lines of railroad entering this city are well furnished with orders and are generally running at their full capacity. Shipments from Brunswick and Darien for the month of May were better, and there is a general improvement in the tone of business. During the past week there has been a good inquiry for crossties and other wood products, and it is expected that June shipments will be larger than usual. The shipments of lumber reported for the week ending the 4th inst. were as follows: Schooner Aaron Rippard for Philadelphia with 354,458 feet of pitch-pine lumber, and by steamer to New York 560,900 feet; Boston steamers cleared with 48,340 feet, and Baltimore steamers with 262,840 feet. Among the charters reported in New York last week were the following: Schooner Sagamore, 1230 tons, from Savannah to Philadelphia with lumber and crossties on private terms; schooner David Baird, 633 tons, from Savannah to Philadelphia with lumber at $5; a schooner, 532 tons, from Brunswick to Provincetown with lumber at $5.37½; schooner Harriet C. Kerlin, 458 tons, from Savannah to Philadelphia with lumber at $5, and schooner O. C. Schmidt, 543 tons, from Savannah to north of Hatteras with lumber at $5.

Jacksonville.

[From our own Correspondent.]
Jacksonville, Fla., June 6.

The lumber trade of this port is now getting back very closely to normal conditions, and the war scare, which has seriously interfered with our coastwise business, will soon be a thing of the past. All the mills at this and adjacent points are receiving orders, and several large milling plants here are running overtime in order to fill old contracts. Manufacturers report the outlook very encouraging, and business is fast regaining its usual volume of trade. Vessels are offering freely, and rates are quoted down to $5.25 and free wharfage to Philadelphia, while to New York $5.50 to $6 are the quoted figures per thousand feet. Under all the conditions existing during the month of May a large falling off was to be expected in the export of lumber, and this is fully verified by the custom-house returns for that month. The total shipments of lumber from this port for May were 7,520,447 feet foreign and domestic, against 12,233,557 feet for the month of April. The coastwise shipments of lumber amounted to 6,707,191 feet of lumber, 17,600 crossties and 3,160,000 shingles. The foreign exports of lumber were 813,256 feet and 25,000 shingles. Orders for Southern ports are scarce, and schooners desiring to charter are not offering freely. There are a number of vessels now loading at the mills for Northern points, and a number due to arrive during the week, so that the volume of trade expected during the current month will be much larger than May. The schooner Bayard Hopkins, 212 tons, was chartered last week in New York to load kiln-dried lumber here for Philadelphia at $5, coal out 90 cents.

Mobile.

[From our own Correspondent.]
Mobile, Ala., June 6.

Business here at the moment is rather quiet and in all channels of the timber and lumber trade the volume of business is about one-third of what it should be at this period of the season. The scarcity of vessels and exorbitant rates demanded preclude the possibility of shippers of timber doing any export business. Most of the vessels loading here were chartered some time ago, and holders talk of sinking their timber rather than sacrifice it under present conditions. Sawn timber is quoted at 9 cents, and little demand at that figure, while hewn timber when placed upon the market will bring 11 to 12½ cents, basis of 100 cubic feet, average B1 good. There is no demand for hewn oak or poplar. Cypress, on the other hand, is selling freely, and there is a good inquiry at 6 to 9 cents per cubic foot, according to average. During the past week the following clearances were reported: Bark Hans Tor Amsterdam with 14,463 cubic feet of sawn timber, 40,470 cubic feet of hewn timber and 42,297 feet of lumber; bark Borgloit for Ayr, Scotland, with 36,644 cubic feet of sawn timber, 2957 cubic feet of hewn timber and 54,112 feet of lumber; steamer Huntcliff for Liverpool with 39,349 cubic feet of hewn timber; schooner Gulbis for Gluestadt with 20,480 cubic feet of sawn timber, 1049 cubic feet of hewn timber and 18,800 feet of lumber; steamer Almere for Liverpool, England, with 39,284 cubic feet of sawn timber; schooner E. Stewart for New York with 240,000 feet of lumber, and about 10,000 feet of lumber for Spanish Honduras. Among the charters reported to load at nearby ports the following will give an idea of the rates current today: A schooner, 522 tons, from Ship Island to New York with lumber at $6; British bark Bessie Markham, 775 tons, from Ship Island to Montevideo for orders with lumber at $14.75; steamer Almere from Pensacola to the United Kingdom with sawn timber at 135s., option Liverpool or Greenock 132s. 6d.; British steamer Pacific from Pascagoula to Dordrecht with sawn timber at 130s., June; a British steamer, 1685 tons, from Pensacola to the United Kingdom or Continent with sawn timber at or about 125s., July-August; steamer St. Irene, 2474 tons, from Ship Island to the Continent with timber at 135s., prompt, and British steamer Sicilian, 811 tons, from Pensacola to the United Kingdom with timber at 127s. 6d., June.

Lumber Notes.

A handle and spoke factory is to be established in Athens, Ala., by William Lappington.

The saw mill of C. C. Jordan, Russell county, Alabama, was destroyed by fire last week. The loss is estimated at $1200.

The coastwise and foreign shipments of timber and lumber last week amounted to 1,219,751 feet, valued at $12,517. During the month of May they amounted to 11,486,339 feet, valued at $116,908.

During the month of May eleven vessels cleared coastwise from Fernandina with cargoes aggregating 4,515,000 feet of lumber and three cleared for the West Indies with cargoes amounting to 653,000 feet of lumber.

The saw mill and ginnery of C. E. Snead, near Centreville, Ala., was entirely destroyed by fire on the 1st inst. There was about 200,000 feet of lumber totally destroyed. The estimated loss is about $5000, with no insurance.

The Italian bark Aniellino cleared last week from Pensacola for Naples with 597,000 feet of sawn timber and 19,000 feet of lumber, and the Kerrimore for Greenock with 2,550,000 feet of sawn timber and 15,059 cubic feet of hewn timber.

A car of tupelo-gum lumber was shipped from Hustburg, Tenn., to Cincinnati last week. It is to be used in making excelsior, and if successful, after being experimented with, the cutting of the timber in that section will become an important industry.

The stockholders of the Mobile Furniture Co., of Mebane, N. C., recently incorporated, met last week at Raleigh and duly organized by the election of the following officers: W. E. White, president; H. W. Jackson, vice-president; J. Samuel White, secretary and treasurer, and S. A. Hutton, general manager.

The various lumber companies at Chattanooga are receiving considerable timber even at the present low stage of water in the Tennessee. The Loomis & Hart Manufacturing Co. received last week a million feet of logs; Snodgrass & Field also received a consignment of half a million feet, while Blair & Taliaferro received nearly the same quantity.

W. J. C. Gaar (formerly of the New South Lumber Co., Rochelle, Ga.) has, with L. A. Boyd and W. B. O'Neal, purchased the Southern Supply Co.'s plant at Iron City, Ga., and organized the Decatur Lumber Co. to continue its operation. The plant's daily capacity is 50,000 feet from the mill and 20,000 from the kilns. Shingle and stave mills will be added.

On the 2d inst. the following vessels cleared from Sabine Pass, Texas, with full cargoes: Barkentine Emma for Genoa with 114,928 feet of sawn timber, 173,364 feet of boards and deals and 46,034 feet of pine flooring; bark Bolivia for Rotterdam with 360,267 feet of sawn timber and 313,227 feet of deals and boards, and bark Imacus for Port Natal for orders with 397,283 feet of sawn timber.

It is stated that Mr. Creelman, president of the Creelman Lumber Co., of Cairo, Ill., and Messrs. Candee & Schuh, of the same city, were in Mobile last week on their way to the interior of the State. The purpose of these gentlemen is to visit the county-seats of Clark, Choctaw and Washington counties to close out in one day and at the same time a deal for the transfer of 70,000 acres of hardwood timber. They expect to manufacture the timber at Mobile for shipment West.

At a meeting of the Baltimore Lumber Exchange on Monday last the nominating committee, consisting of Messrs. W. V. Wilson, Jr., Norman James and Henry P. Duker, submitted the following list of officers to be voted for at the annual meeting of the exchange in April next: President, Samuel T. Helfrisch; vice-president, Edward Gill; secretary, William Lawton; treasurer, William V. Wilson; executive committee, Messrs. Pembroke M. Womble, Levin Coriell, John Bruns, George Schumacher and James L. Gilbert.

The tenth annual meeting of the Baltimore Builders' Exchange was held on Tuesday last. The officers elected for the ensuing year were as follows: P. H. Womble, Sr., president; J. J. Walsh, first vice-president; August Wehr, second vice-president; J. H. Short, third vice-president; E. D. Miller, secretary, and B. F. Bennett, treasurer. President Filbert, in his annual report, stated that while the business of building in Baltimore had not been up to the average, there were good prospects of a revival. The finances of the exchange were reported to be in a prosperous condition.

Southern Hardware Men.

The eighth annual convention of the Southern Hardware Jobbers' Association will be held June 15, 16 and 17 at Hotel Chamberlin, Old Point Comfort, Va. The association has membership in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas and Virginia. The present officers are: President, G. W. Barnett, of Teague, Barnett & Co., Montgomery, Ala.; first vice-president, J. J. Mandlebaum, of Fones Bros.' Hardware Co., Little Rock, Ark.; second vice-president, John Donnan, of W. S. Donnan & Co., Richmond, Va.; secretary-treasurer, C. B. Carter, Montgomery, Ala. The opening session will be devoted largely to reports of special committees and the completion of routine business. The other sessions will be spent in the reading and discussion of a number of papers. These are "Manufacturers' Relations to the Jobbers," Mr. James B. Oliver, of the Oliver Iron & Steel Co., Pittsburg, and Mr. James D. Foote, of Kerney-Foote Company, New York; "Jobbers' Relations to the Manufacturers," Mr. O. B. Barker, of Barker-Jennings Hardware Co., Lynchburg, Va., and Mr. J. D. Moore, of Moore & Handley Hardware Co., Birmingham, Ala.; "Credit," Mr. F. R. Boocock, secretary of the National Association of Credit Men; "A Delinquent List of Accounts," Mr. W. A. Parker, of Beck & Gregg Hardware Co., Atlanta, Ga.; "Hardware Jobbers' Ethics," Mr. Frederick Orgill, of Orgill Bros. & Co., Memphis, Tenn., Mr. Charles H. Ireland, of Odell Hardware Co., Greensboro, and Mr. George E. King, of King Hardware Co., Atlanta, Ga.; "Our Unprofitable Goods and What We Shall Do With Them," Mr. John Donnan, of W. S. Donnan & Co., Richmond, Va.; "How to Make the Hardware Jobbing Business More Profitable," Mr. J. J. Mandlebaum, of Fones Bros.' Hardware Co., Little Rock, Ark., and Mr. James Moroney, of Moroney Hardware Co., Dallas, Texas. In the programme of the convention, which is a handsomely printed leaflet, is the hymn "America," which is to be sung at the opening of the convention.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Alabama—Timber Lands.—It is reported that the Creelman Lumber Co., of Cairo, Ill., will purchase extensive tracts of timber lands in Alabama, probably 70,000 acres.

Athens—Handle and Spoke Factory.—William Lappington is erecting a spoke and handle factory.

Bessemer—Pickle Works.—The Southern Pickle Works has been established.*

Birmingham—Cotton Compress.—The Howell Cotton Co. has purchased site on which to erect a new compress.

Thomas—Furnace Resumes, etc.—The Pioneer Mining & Manufacturing Co. is firing up its coke ovens preparatory to putting in blast furnace No. 2.

ARKANSAS.

Hot Springs—Flour Mill.—James Brooks and W. W. Waters will erect a flour mill of thirty-five barrels daily capacity.

Hot Springs—Silver, Copper and Lead Mining.—It is reported that the Ouachita Milling, Mining & Investment Co. has been organized, with capital stock of $1,500,000, to develop lead, copper and silver mines at Silver City, forty miles from Hot Springs. J. M. Housley, Hot Springs, can probably give information.

Mountain Home—Telephone Line.—Incorporated: The Mountain Home & West Plains Telephone Co., with a capital of $5000, by the Mountain Home Bank, B. E. Massey, Z. M. Horton, W. F. Eatman, W. H. Douglas and others, to build and operate a telephone line between Mountain Home, Ark., and West Plains, Mo. Address the bank mentioned.

Wynne—Electric-light and Water Works.—It is said that the city council is considering the granting of franchises for waterworks and electric-light plant. Address the "City Recorder."

FLORIDA.

Jacksonville—Publishing Company.—Incorporated: The Florida Labor Journal Co., with a capital of $1500, by N. J. Carey, C. M. Vaught, J. W. Coleman, E. W. Latson and D. S. D. Belling.

GEORGIA.

Clarkston—Cannery.—A company has been organized to establish a cannery; J. S. McLendon, president; Dr. C. S. Branyon, vice-president; W. L. Haygood, secretary, and J. B. Johnson, treasurer. Address Dr. C. S. Branyon, manager.

Columbus—Telephone System.—E. W. Coleman, of Chattanooga, Tenn., has applied for franchise to establish and operate a telephone system in Columbus.

Iron City—Lumber Plant.—W. J. C. Gaar (formerly of Rochelle, Ga.,) in association with L. A. Boyd and W. B. O'Neil, has purchased the Southern Supply Co.'s plant at Iron City; will operate as the Decatur Lumber Co., adding shingle and stave mills, etc.

Jockey—Flour Mill.—T. W. Dowda contemplates remodelling his flour mill throughout, making it a 20-barrel plant.*

Macon—Furniture Company.—Jones Furniture Co. has changed its name to the Georgia Furniture Co. and reincorporated, to deal in household goods, etc.

Waynesboro—Cotton Ginnery.—A company is being organized to establish a ginnery, milling and fertilizer plants; C. C. Biggerstaff can give information.

KENTUCKY.

Louisa—Stave Factory.—Stevens & Collins have arranged for a site on which to erect a stave factory.

Maysville—Carriage Factory.—Thompson & McAtee have purchased the Maysville Carriage Co.'s factory and will operate same in connection with their agricultural-implement depot.

Newport—Ferry.—Incorporated: The Stewart Landing Co., capital stock from $3000 to $6000; company operates a ferry.

Paducah—Molasses Factory.—The Jake Biederman Grocery Co. has established a molasses factory.

LOUISIANA.

Alexandria—Cotton Gin.—The Moreland Cotton Gin Co., Limited, has been incorporated, with capital stock of $5000, and P. W. Harrison is president; W. Polk, vice-president, and L. A. Stafford, secretary-treasurer; company will erect a complete cotton ginnery, corn mill, etc.

MARYLAND.

Baltimore—Grain Company.—Incorporated: The B. V. White Grain Co., for dealing in cereals, by Elijah B. White, of St. Louis, Mo.; Benjamin V. White, Samuel Phillips and William E. Phillips, of Baltimore, and John S. White, of Virginia. The capital stock is $10,000.

Baltimore—Wharves and Warehouses.—The Baltimore Steam Packet Co., John M. Sherwood, general manager, has commenced the erection of the proposed new wharves and warehouses to replace the buildings destroyed by fire last month. Plans and specifications have been prepared by Baldwin & Pennington.

Baltimore—Garment Factory.—William Hopps, William L. Boyd, William O. Crain, Aubrey Pearre and Roger T. Gill have incorporated the Hopps, Boyd & Crain Manufacturing Co., to manufacture garments of all kinds; capital stock $5000.

Washington, D. C.—Manufacturing.—Incorporated: The Woodruff Manufacturing Co., capital stock $10,000.

MISSISSIPPI.

Macon—Steam Bakery.—W. V. Rogers will establish a bakery.

Natchez—Maurice Moses and Abraham Moses have incorporated the Natchez Light, Power & Transit Co., with capital stock of $200,000, for the purpose of erecting and operating electric plants for lighting and power purposes and for operation of railways.

Vicksburg.—President Shaffer, of the Vicksburg Railway, Power & Manufacturing Co., has purchased the Vicksburg electric-light plant. He will immediately enlarge it in order to supply light, fan and motor-power for railway, etc. For particulars address J. C. Shaffer, Marquette Building, Chicago, Ill.

MISSOURI.

Joplin—Grain Elevator.—The Brand-Dunwoody Milling Co. will build a grain elevator of 60,000 bushels capacity.

Joplin—Lead and Zinc Mines.—John F. Wise and Thomas Connor have sold the McKinley lead and zinc lease, including two concentrators, etc., to Austin Corbin, Jr., of New York city, for $110,000.

Kansas City.—Grain Mills, etc.—The Martin-King Grain & Milling Co., capital stock $5000, has been incorporated by Brice J. King, John Martin and Dwight W. McEwen.

Kansas City—Commission.—Incorporated: The A. M. McDermott Commission Co., capital stock $15,000, by A. M. McDermott, H. M. Evans and C. P. McDermott.

Kansas City—Drugs.—Incorporated: The Owl Drug Store Co., capital stock $20,000, by J. A., T. E. and H. O'Reilly.

Kansas City—Mining Machinery.—Incorporated: The Urie Mining Machinery Co., capital stock $25,000, by W. J. Brewster, W. T. Urie, I. C. Urie and others.

Kansas City—Packing-house.—The Schwarzchild & Sulzberger Packing Co. contemplates doubling its extensive packing plant.

Mountain Grove—Flour Mill.—The Star Roller Mill expects to enlarge from 200 to 300 barrels capacity.*

Oronogo—Lead and Zinc Mines.—J. F. Harrison, W. W. Calhoon and J. F. Barker have leased and will develop lead and zinc lands.

Sedalia—Ice Factory, etc.—The Lemp Sedalia Ice & Refrigerating Co. has been incorporated, with capital stock of $60,000, for the manufacture of ice, establishment of cold-storage houses, etc. The incorporators are E. G. Cassidy, of Sedalia; J. B. Klem, St. Louis; Henry Vahlkamp, St. Louis, and others. Company is now erecting the plant, which was reported several months ago.

St. Louis—Commission.—Incorporated: The James & Richardson Commission Co., capital stock $15,000, by D. P. Richardson, Robert F. Careline and Charles James.

St. Louis—Improvements.—Incorporated: The Compton Hill Improvement Co., capital stock $400,000, by Henry C. Haarstick, Geo. O. Carpenter, E. C. Kehr and others.

St. Louis—Printing Works.—Incorporated: The Perrin & Smith Printing Co., capital stock $25,000, by Thomas H. Perrin, E. A. Smith and William A. Perrin.

St. Louis—Chemical Company.—The Pyratol Chemical Co. has been incorporated, with capital stock of $10,000, by Oscar Gotsch, Edward W. Misch and Louis E. Frost.

St. Louis—Sponge Company.—Incorporated: The H. L. Ettman Sponge Co., capital stock $30,000, by H. L., Samuel and Hortense Ettman.

St. Louis—Land and Planting.—Incorporated: The Doxie Land & Planting Co., capital stock $50,000, by T. O. King, M. Greenwood, Jr., H. L. Christie, M. M. Greenwood and others.

St. Louis—Mining Company.—Incorporated: The Sterling Mining Co., capital stock $15,000, by E. C. Sterling, G. F. Baker, M. F. Watts and others.

St. Louis—Land and Planting.—The Usapanapa Land & Planting Co., capital stock $400,000, has been incorporated by T. C. King, C. A. Young, M. M. Greenwood and others.

St. Louis—Underwear Company.—The Ornstein & Rice Neckwear Co. has been incorporated, with capital stock of $10,000, by William Ornstein, B. E. Rice, A. K. Baun and others.

St. Louis—Manufacturing Company.—The Clear Register & Manufacturing Co. has been incorporated, with capital stock of $25,000, by Charles Clear, C. H. Chouquette, J. T. Clear and others.

NORTH CAROLINA.

China Grove—Educational.—Incorporated: The China Grove High School, capital stock $5000, by F. W. Bost, G. A. Ramseur, C. J. Deal, A. L. Patterson and others.

Goldsboro—Sewerage System.—The city having decided definitely on the construction of the proposed sewerage system, will make arrangements for contracting for same. A sanitary engineer will be secured at once. Address D. J. Broadhurst, city clerk.

Mebane—Furniture Factory.—The Melville Furniture Co., noted last week as incorporated, has organized with W. E. White, president; H. W. Jackson, vice-president; J. Sam White, secretary-treasurer, and S. A. Hulton, superintendent. The company has buildings 60x100 feet and 50x100 feet, each two stories high, and will equip for the production of oak furniture specialties; fifty hands will be employed.*

North Wilkesboro—Kaolin Mines.—The Kaolin Mining Co., W. M. Asher, secretary, is about to make arrangements for the development of its kaolin properties.*

Raleigh—Telephone System.—The Interstate Telephone Co., of Durham, N. C., has been granted franchise to establish telephone system in Raleigh.

Rutherfordton—Cotton Mill.—Myer Levi (mentioned last week) will purchase 2080 spindles, twisters, electric-light plant, etc., to be installed in the mill building recently bought.*

Tunis—Lumber Company.—The Basinight Lumber Co., capital $10,000, has been incorporated by W. H. Ward, T. J. Basinight and others to manufacture, sell and export lumber.

SOUTH CAROLINA.

Anderson—Electrical Plant.—The Anderson Water, Light & Power Co. is preparing to put in additional machinery for use in emergencies.

Gaffney—Cotton Mill.—The Gaffney Manufacturing Co. (51,116 spindles and 1400 looms) is erecting an addition, two stories high, 90x75 feet, in which twisters will be installed.

Kershaw—Electric-light and Water Plants. The town contemplates and will doubtless definitely decide to construct water-works and electric-light plant. Information can be obtained by addressing O. Floyd.*

Rock Hill—Water-works and Electric-light Plant.—The Rock Hill Water, Light & Power Co., noted last week as incorporated, has franchise for construction of water system and for lighting city. The lighting plant is already in operation and the water works will be built as soon as plans and specifications can be prepared and contracts awarded. Address R. T. Fewell, of the company.*

TENNESSEE.

Brownsville—Steam Laundry.—T. H. Taylor and J. L. Richardson are endeavoring to form a company to establish a steam laundry.

Cookeville—Machine Shop.—E. E. Dorman will establish a machine shop.

Hartranft—Coal Mining, etc.—The Reliance Coal & Coke Co. contemplates putting in a system of rope haulage.*

Mecca—Flour Mill.—S. P. Hale, of Mecca, and Jack Kite, of Madisonville, Tenn., will probably build a flour mill in the fall. Address Jack Kite, care of H. H. Kite, Madisonville, Tenn.

TEXAS.

Calvert—Seed-cotton System.—The James T. Fuller Co., recently noted as incorporated, will erect a plant for the manufacture of its seed-cotton system patents, to employ eighty-five men; work on the factory is expected to commence in the early fall. For further information address James T. Fuller, president.

Dallas—Soap Factory.—The Dallas Dressed Beef & Packing Co., referred to last week, is erecting a two-story building 50x180 feet which will be equipped for producing 6000 boxes of soap per month.*

Fort Worth—Grain Elevator.—Charles F. Orthwein & Son, of St. Louis, Mo., will erect a 500,000-bushel grain elevator in Fort Worth; site for the building has been purchased.

Galveston—Fishing Company.—Incorporated: The Galveston Red Snapper Co., capital stock $35,000, for buying, selling, catching and handling fish, oysters and game; incorporators, Charles N. F. Armstrong, B. Collett Blundell and Leyburn A. Leverett.

Reno—Gold Deposits.—It is reported that gold deposits have been found on the farm of J. W. Bills, in Lamar county, near Reno.

VIRGINIA.

Covington—Electric-light Plant.—The Electrical & Engineering Co., of Cleveland, O., has obtained franchise for lighting by electricity and will erect plant at once.

Manchester—Clothing Factory.—It is stated that arrangements have been completed for the establishment of a factory for the manufacture of overalls and underclothing by a firm now operating successfully in another city. A building 100x125 feet, two stories high, will probably be

built; 250 girls will be employed in the factory. For information address A. L. Adamson, care of Capt. W. W. Pool.

Petersburg — Woodworking Factory.—Mr. Bradshaw, of Burkville, Va., will erect in Petersburg a factory for producing fruit baskets, crates, boxes, barrels, etc.

Roanoke — Lock Works. — S. Hamilton Graves has purchased the Norwich Lock Co.'s works for $6700 and intends putting same in operation; it is said the original cost of the plant was $125,000.

WEST VIRGINIA.

Elkins—Ball-bearing Company.—The United States Ball Bearing Co., authorized capital $1,000,000, has been chartered. The incorporators are John J. Hemphill, Creed M. Fulton, Washington, D. C.; Blain W. Taylor, Elkins, W. Va.; James D. Richardson, Murfreesboro, Tenn.; Claude A. Swanson, Swansonville, Va.; S. B. Cooper, Woodville, Texas; W. A. Jones, Warsaw, Va. Address Blain W. Taylor.

Raleigh—Coal Mining, etc.—The Raleigh Coal & Coke Co. has been incorporated with authorized capital of $1,000,000. The incorporators are Azel Ford, F. R. Van Antwerp, of Hinton; John Anderson, of Raleigh C. H.; Charles S. Thorn, John R. Lynn, Thomas H. Wilson, of Philadelphia, and George Ewart, East Groveland, N. Y. Address John Anderson.

BURNED.

Centreville, Ala.—C. E. Snead's saw and grist mill and cotton ginnery; loss $5000.

Crawford, Ala.—C. C. Jordan's saw mill.

Ludlow, Ky.—Cincinnati Southern Railway's shops; loss $10,000.

Lynchburg, Va. The Hubbard Foundry, loss $5000, and the McCleod Blacksmith Shop.

Nicholasville, Ky. George Brown's hemp factory.

BUILDING NOTES.

Aberdeen, Miss.—Residence.—H. S. Gilleylen will erect residence to cost $4500; plans ready.

Aiken, S. C.—Dwelling.—C. M. Hinkle will erect a $10,000 dwelling after plans and specifications by Howe & Olney, of Spartanburg.

Albemarle, N. C.—Store.—C. C. Hook, of Charlotte, N. C., will prepare plans and specifications for store building to be erected by the Wiscosset Mills.

Allendale, S. C.—Dwelling.—H. W. Montague will erect $5000 dwelling after plans and specifications by George F. Barber & Co., Knoxville, Tenn.

Atlanta, Ga. — Courthouse.—The county commissioners will expend $100,000 in the erection of an annex to the courthouse. Address "Fulton County Commissioners."

Baltimore, Md.—Residences.—John F. Carter will erect fourteen two-story brick dwellings; Annie B. Frost will erect five two-story residences, to cost $8000.

Baltimore, Md.—Station.—The mayor has signed the council bill appropriating $25,000 for the erection of station-house in the Annex. Address W. W. Johnson, police commissioner.

Baltimore, Md.—Dwellings, etc.—Mrs. Annie B. Frost will erect five dwellings after plans by Frank B. Davis; Wyatt & Nolting have completed plans for a 25x100-foot bowling-alley building for Baltimore Country Club; George Bunnecke & Sons have contract to erect three-story brick store and dwelling, to cost $10,000, after plans by Henry Brauns.

Barnesville, Ga.—Residence.—H. H. Gray will erect $3300 residence; plans now ready.

Berryville, Va.—Dwelling.—A. H. Bieler, of Baltimore, Md., has completed plans and specifications for a two-and-one-half-story stone and frame cottage for Herbert D. Warde; structure to cost $6000, built in colonial style, quartered-oak fittings, bathtubs, steam heat, etc.; stable addition will cost $2500.

Catonsville, Md.—School.—The county will erect an $8000 schoolhouse. Address the county commissioners, Towson, Md.

Charleston, S. C.—Dwelling.—C. M. Drake will erect residence to cost $10,000, contract having been awarded; plans by Howe & Olney, of Spartanburg, S. C.

Charleston, S. C.—City Hall.—The city will expend $10,000 in improving its municipal office building; C. Dingle, chief engineer, will submit plans and specifications.

Chattanooga, Tenn. — Mercantile Building.—Miller Bros. will erect a four-story mercantile building 100 feet long.

Dallas, Texas—Mercantile Building.—Southern Rock Island Plow Co. has commenced work on its $25,000 building, to be five stories high, 100x100 feet.

Dallas, Texas — Dwellings.—Texas Land Mortgage Co. will erect $1700 brick building; A. P. Tenison, a two-story frame residence, to cost $2000; Mrs. S. Munzesheimer, a one-story frame residence, to cost $1800; Mrs. R. R. Miller, a one-story brick residence, to cost $3000.

Eufaula, Ala.—Residence.—F. W. Jennings will erect $4000 residence; plans now ready.

Factoryville, S. C.—Church.—The Methodists will erect a church building. Address Rev. J. L. Speake.

Florence, Ala.—Residence.—R. L. Bliss will erect $4000 residence; plans ready.

Hardware, Va.—Warehouse.—A company will be organized to build a public tobacco warehouse; R. A. Sowell and W. C. White are interested.

Huntington, W. Va.—Home.—Bids will be opened July 15 for the erection of building for the Home for Incurables; plans and specifications can be seen at office of Harrison Albright, architect, Charleston, W. Va.; plans for the whole institution will also be wanted. Address Mrs. Mary Jackson Ruffner, president trustees, Charleston, W. Va.

Irwindale, Ga.—Jail.—Bids will be opened July 7 for the erection of a two-story fireproof brick jail, with jailor's residence attached; jail to contain four steel and two iron cells; plans and specifications now on file. For further particulars address M. Henderson, commissioner of revenues.

Louisville, Ky.—Dwellings.—Chas. Chreste will erect $5000 brick dwelling.

Louisville, Ky.—Stock Pens.—Kenneth & McDonald have prepared plans for stock pens for the Lau Packing Co.; pens to be 70x120 feet.

Madisonville, Ky.—Residence.—John Townsend will erect a cottage.

Manchester, Va.—Residence.—Mrs. W. H. Baker will erect $12,000 residence; plans were prepared by George F. Barber & Co., of Knoxville, Tenn.

McComb City, Miss.—School.—McDaniel & Lenoir have contract at $1500 to erect schoolhouse for the city.

Memphis, Tenn.—Residences.—J. N. Oliver will erect $6000 residence; Mrs. C. L. Byrd will erect three two-story residences, to cost $18,000.

Mobile, Ala.—Fort Buildings.—Contract has been awarded by the government to Hueston & Riches for the erection of buildings to cost $40,000 at Fort Morgan.

Montgomery, Ala. — Residence. — William Berney will erect residence to cost $4000; plans already prepared.

Mooresville, N. C.—Church.—The Presbyterians will build a new church; George C. Goodman can be addressed.

New Orleans, La.—School.—W. L. Goodrich, of Baltimore, Md., is reported as preparing plans for a $20,000 schoolhouse, to be erected in New Orleans.

Paducah, Ky.—The Hayes & Foster Dry Goods Co., of Trenton, Tenn., contemplates the erection of a building in Paducah.

Paducah, Ky.—School.—Proposals will be opened July 1 for the erection of schoolhouse after plans and specifications by B. B. Davis, at whose office they can be seen and information obtained; J. M. Byrd and others, committee.

Parsons, W. Va.—Courthouse.—Frank P. Milburn, of Charlotte, N. C., architect, has awarded contract to P. Q. Shrake, of Mannington, W. Va., at $30,000, for the erection of courthouse at Parsons.

Petersburg, Tenn.—Residence.—C. M. Cowden will erect residence to cost $4000; plans now ready.

Petersburg, Va.—Depots, Offices, etc.—The Richmond, Petersburg & Carolina Railroad Co. is arranging for immediate commencement of work on its projected new buildings. Fifteen passenger stations will be built on the line. The Petersburg station will be 30x90 feet in size, exclusive of platforms and approaches, and will have sanitary plumbing, electric lights, etc., and to cost from $25,000 to $35,000; in rear of station will be a freight depot 40x250 feet; plans and specifications were prepared by G. A. Edelsvard, of New York city, and C. M. Brister, of Petersburg, is the contractor.

Rocky Mount, N. C.—Office Building.—The Rocky Mount Banking Co. will erect a building to cost $3000.

Saluda, S. C.—School.—Contract for erection of school, two-story, brick, let to W. O. Clary.

Savannah, Ga. — Office Building. — The Metropolitan Trust Association is negotiating for a certain lot, and it is rumored that the association will erect a large and costly building.

Thomaston, Ga.—Institute Building.—The city will hold an election August 29 for the purpose of deciding as to an issuance of bonds for $10,000 to build an auditorium for the R. E. Lee Institute. Address the mayor.

Washington, D. C.—Dwellings, etc.—D. F. Mockabee will erect fourteen two-story houses; J. C. Courts, a press-brick, full bay window dwelling; James Berry, a three-story dwelling, press-brick front, stone trimmings, 16x32 feet; C. U. Pipper, a store and dwelling, two stories, 34x20 feet, press-brick front; Edward W. Byrn, two three-story houses, each 19x36 feet, press-brick fronts, full bay windows; D. B. Groff, a two-story house, 20x30 feet, press-brick front; Julius Eghoff, a two-story house, 18x62 feet, press-brick front, full bay windows; George W. Strong, a $5000 dwelling, from plans by Architect Fowler; T. Swazey (chief clerk Treasury Department), a residence; Mr. Belt (manager Altman Agricultural Works), a residence; Mr. Nottingham (patent attorney), a residence; William Hahn & Co., a large addition to mercantile building of brick, copper trimmings, entire frontage of first floor to be of plate glass.

West Point, Ky.—Residence.—J. W. A. Myers will erect residence; plans prepared; building will cost $2500.

Wheeling, W. Va.—Residences.—Bids are open for residence for Joseph Jackson; for brick addition for Klieves-Kraft Co.; Mrs. Catherine Zimmer will erect brick house; William Lindsey has closed contract for residence (frame); George Medick has opened bids for erection of residence and store building. Plans and specifications for above by Franzheim, Giesey & Faris.

Winchester, Va. — Residence.—George F. Barber & Co., of Knoxville, Tenn., have prepared plans for a $13,000 residence for Mrs. John F. Hobson.

RAILROAD CONSTRUCTION.

Railways.

Alberene, Va.—The Alberene Railroad, which is twelve miles long, has been completed and is ready for operation. It is a branch of the Chesapeake & Ohio, and extends between Alberene and Warren, Va. R. E. Shaw is chief engineer.

Alexandria, La.—It is reported that work is about to begin on the Baton Rouge & Central Louisiana Railroad between Alexandria and Marksville. This road is being promoted by F. M. Welch and others, of Alexandria.

Ardmore, Mo.—It is reported that the Kansas & Texas Coal Railroad Co., which has already been referred to in the Manufacturers' Record, will build about ten miles of line in Macon and Randolph counties, in Missouri, connecting Ardmore with a point on the Burlington system. B. F. Hobart is president of the company at St. Louis, Mo.

Baltimore, Md.—The Baltimore county commissioners have granted the Maryland Electric Railroad Co. a franchise to lay tracks on the Philadelphia road. Among those interested is Isaac L. Straus, of Baltimore.

Campbell, Mo.—The St. Francois Valley Railroad Co. has been formed to build a line about ten miles long in Dunklin county. Among those interested are Louis B. Houck and R. B. Andrews, of Cape Girardeau, Mo.

Coffman, W. Va.—J. W. Davis, president of the Sugar Creek Railroad Co., informs the Manufacturers' Record that this line is to begin at McDonald, W. Va., which is the terminus of the Loup Creek branch of the Chesapeake & Ohio system in Fayette county. It will extend to the head of the Sugar creek and along Paint creek to Raleigh, W. Va. G. W. Davis is treasurer of the company; E. H. Fudge, of Chicago, is one of those interested. Mr. Davis is also president of the Glenjean Railroad Co.

Decatur, Ala.—It is reported that the Middle Tennessee & Alabama Railroad Co. is now completed to a point within twelve miles of Decatur. Construction work is in progress. It is being built by the Nashville, Chattanooga & St. Louis Railroad Co., of which J. W. Thomas, at Nashville, Tenn., is president.

Fayetteville, W. Va.—A correspondent of the Manufacturers' Record writes that among those interested in the Fayetteville Electric Railroad Co. are Hon. L. G. Gaines, C. W. Dilion and others, of Fayetteville. The road will be from three to five miles in length; it will connect the towns of Fayette and Fayetteville.

Frederick, Md.—A correspondent of the Manufacturers' Record writes that Douglass Bros., at Middletown, Md., have secured grading, bridgework and tracklaying contracts for the electric railroad to be built between Middletown and Myersville, a distance of five miles. The Frederick & Middletown Railway Co. will operate this branch.

Frostburg Md.—It is reported that a company has been formed to build a line which will extend from a point in Garrett county, near Frostburg, to the Baltimore & Ohio system.

Galveston, Texas.—It is reported that the Galveston Wharf Co. has completed its arrangement for increasing its facilities and that the improvements to be completed include about six miles of additional railroad tracks. J. E. Bailey is manager of the company.

Grant City, Mo.—The Grant City & Southern Railroad Co. has been incorporated, with $500,000 capital, to build a road twenty miles long, extending from Grant City, on the Burlington system in Worth county, to a point in Gentry county, where it will reach another branch of the Burlington. Among those interested are O. M. Spencer, C. M. Carter, of St. Louis, Mo.

Hagerstown, Md.—Work has commenced upon the branch of the Western Maryland Railroad from Hagerstown to Altenwald, Pa. J. R. Serpell & Co., of Louisville, Ky., are general contractors. Wade, Buckman & Co., of Baltimore, have secured the grading contract.

Iron City, Ga.—The Decatur Lumber Co. informs the Manufacturers' Record that it is constructing four miles of railroad into timber tracts it owns, and expects to make further extensions. W. J. C. Gaar is manager.

Madisonville, Texas.—P. J. Camp, one of the promoters of the railroad between Madisonville and Navasota, writes the Manufacturers' Record that the parties who are promoting this line will do the grading and furnish the ties, and turn the road over to any responsible company who will complete it and operate it.

Monterey, Tenn.—It is again reported that the Nashville & Knoxville Railroad Co. has made a survey from Monterey to Glen Mary, Tenn., a distance of thirty-five miles. A. J. Crawford, at Terre Haute, Ind., is president of the company.

Moscow, Texas.—The Moscow, Camden & San Augustine Railroad Co. has been chartered with $250,000 capital to build a line between Moscow and Camden, also San Augustine, a distance of seventy-five miles.

Newport News, Va.—E. A. Semple has been appointed chief engineer of the electric railroad proposed between Newport News and Old Point Comfort by W. J. Payne, of Richmond, and others. Surveys are being completed.

Okolona, Miss.—It is reported that the Mobile & Ohio Railroad Co. has determined to build a branch from Okolona to Columbus, Miss., on its main line, a distance of forty-eight miles. It is stated that right of way has been secured for the line. J. G. Mann, at Mobile, Ala., is manager of the company.

Orange, Texas.—The Gulf, Texas & Northern Railway Co. has been formed, with $200,000 capital, to build a railroad between Orange and Marshall, Texas, a distance of 165 miles. Among those interested are D. Plumb, W. C. Higgins, of Chicago, Ill., and G. M. Bancroft, of Orange.

Portsmouth, Va.—Work upon the Southeastern & Atlantic Railroad, which is a line in the suburbs of Portsmouth, is being pushed as rapidly as possible. One of the bridges has been completed and a roundhouse and warehouses are also under way. A. J. Cassatt, at 26 South Fifteenth street, Philadelphia, Pa., is president of the company.

Shreveport, La.—The Louisiana Central Construction Co. informs the Manufacturers' Record that it is ready to receive bids for grading, bridges and tracklaying on the route of the Shreveport & Red River Valley road from Coushatta to Campti, La., a distance of seventeen miles. Bids will be received until June 10. Clarence Ellerbe, at Shreveport, is president of the construction company.

Temple, Texas.—C. J. Granger and others, of Palestine, Texas, are promoting a railroad between Temple and Salado, a distance of fifteen miles. The Board of Trade of Salado is interested in the matter.

Weatherford, Texas.—It is reported that the Texas & Pacific Railroad Co. has de-

termined to extend its line to Mineral Wells, Texas, building a branch road from a point near Rock Creek Station. L. S. Thorne is general manager, at Dallas, Texas.

Street Railways.

Natchez, Miss.—The Natchez Power & Transit Co. has been chartered by Maurice Moses, Abraham Moses and others, of Natchez, for the purpose of building a street railway in the city and furnishing electric light and power.

Valdosta, Ga.—It is reported that capital has been secured for a street railroad to be built in Valdosta, which will terminate at Pine Park, in the suburbs.

Vicksburg, Miss.—M. J. Mulvihill, secretary of the Vicksburg Railway & Power Co., advises the Manufacturers' Record that the company has secured the electric-light works at Vicksburg, which will be used for power station for the proposed street railway. It is stated that the railroad is to be built immediately. Contractors and others may address C. J. Shaffer, president, Marquette Building, Chicago, Ill.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—F. M. Stansbrough, Fitzgerald, Ga., wants to buy an air compressor in good order capable of pumping sixty to eighty cubic feet of air per minute under eighty pounds steam pressure, suitable to raise water from deep wells.

Boiler and Engine.—Melville Furniture Co., W. E. White, president, Mebane, N. C., will want boiler and engine.

Cannery Machinery.—Garrels & Freeman, St. Louis, Mo., want addresses of manufacturers of fruit-evaporating machinery.

Coin Bags.—Sealed proposals for furnishing officers of the Treasury Department with coin bags for the fiscal year ending June 30, 1899, will be received until June 28. Blank forms for bidding, with instructions and description of bags printed thereon, will be furnished upon application to the Secretary of the Treasury; L. J. Gage, secretary, Washington, D. C.

Conveying Machinery.—Reliance Coal Co., Hartranft, Tenn., wants to correspond with manufacturers regarding the purchase of a rope-haulage system.

Cotton Mill.—Myer Levi, Rutherfordton, N. C., expects to buy 2080 spindles and twisters, also necessary supplies, electric-lighting plant, mill supplies, fire-protection systems, etc.

Crushing Rolls.—See "Oil-mill Machinery."

Electric-light Plant.—Myer Levi, Rutherfordton, N. C., expects to buy plant for electrically lighting cotton mill.

Electric-light Plant.—Estimates will be wanted for construction of electric-light plant at Kershaw, S. C. Address O. Floyd. (See "Water Works.")

Engine.—W. W. Burgiss, Greer Depot, S. C., wants to buy a second-hand 50-horse-power engine complete.

Evaporators.—See "Cannery Machinery."

Flour Mill.—T. W. Dowda, Jockey, Ga., wants to buy equipment for remodelling mill to a 20-barrel roller-process mill.

Flour Mill.—Star Roller Mill, Mountain Grove, Mo., wants to obtain estimates on remodelling 200-barrel mill to 300 barrels.

Flour Mill.—Pearl Cotton Mills, Beverly, Ga., wants estimates on cost of 20-barrel flour mill; also wants separate prices on reels, elevators, smutters, gearing and bolting cloth.

Foundry Machinery.—See "Shovel Machinery."

Hardware.—See "Vehicle Material."

Kegs.—See "Pickle-works Supplies."

Machine Shops.—See "Shovel Machinery."

Mining Equipment.—Kaolin Mining Co., W. M. Asher, secretary, North Wilkesboro, N. C., wants estimates on equipment of machinery for kaolin mining, etc.

Oil-mill Machinery.—Goldsboro Oil Co., C. F. Taylor, superintendent, Goldsboro, N. C., wants to contract for construction of chilled crushing rolls for stand.

Pickle-works Supplies.—Southern Pickle Works, Bessemer, Ala., wants information and prices on hard and soft-wood kegs for packing pickled goods.

Railway Construction.—Louisiana Central Construction Co., Limited, Clarence Ellerbe, president, Shreveport, La., is ready to receive bids for the grading, bridging and tracklaying of a 17-mile railroad; will open bids June 10.

Railway Equipment.—Woodward, Wight & Co., New Orleans, La., want a good second-hand 35 or 40-ton "Shay" locomotive and a 38-inch-gauge locomotive of about forty tons.

Shovel Machinery.—"Iron and Steel," Huntington, W. Va., wants information and estimates on equipment of machinery for manufacturing shovels.

Soap Machinery.—Dallas Dressed Beef & Packing Co., Dallas, Texas, will soon purchase machinery for soap manufacturing.

Steel Works, etc.—Treasury Department, Office Supervising Architect, Washington, D. C.—Sealed proposals will be received until June 29 for the rear wall, steel and iron work, skylights, brick and terra-cotta floor arches and partitions and certain changes, etc., for the United States Post-office and Courthouse building at Kansas City, Mo., in accordance with the drawings and specifications, copies of which may be had at this office or at the office of the superintendent at Kansas City; James Knox Taylor, supervising architect.

Towboats.—Mississippi River Commission, 2732 Pine street, St. Louis, Mo.—Sealed proposals in triplicate for furnishing services of five towboats for dredging operations will be received until June 24; information furnished on application; H. E. Waterman, captain engineers, secretary.

Vehicle Material.—J. B. Kelly, Sanford, N. C., wants addresses of manufacturers of buggy and wagon hardware material.

Water Works.—Estimates will be wanted for construction of water works at Kershaw, S. C.; will probably need 50,000-gallon standpipe, four or six-inch mains and twelve hydrants; O. Floyd can give information.

Water Works.—Rock Hill Water, Light & Power Co., R. T. Fewell, Rock Hill, S. C., will soon ask for bids on the construction of water works.

Woodworking Machinery.—Melville Furniture Co., W. E. White, president, Mebane, N. C., will want general woodworking machinery.

Woodworking Machinery.—B. Noose, Jr., Pittsboro, N. C., wants to buy a planer and matcher, resaw and edger.

Woodworking Machinery.—J. C. Martin, Florence, S. C., is in the market for hoop machinery; second-hand will do.

TRADE NOTES.

Ball Engines.—An electric plant at Attica, Ind., is installing a 125-horse-power Ball engine, and at Yonkers, N. Y., a 50-horse-power Ball engine is being installed. Ball engines are built by the Ball Engine Co., of Erie, Pa.

Chewing-gum "Peggy."—A decided novelty is being introduced in the "Peggy" manufactured by the Peggy Co., of P. O. Drawer 876, Cincinnati, O. The "Peggy" is a patent chewing-gum receptacle, meant to be used for the purpose of saving gum that has been chewed.

For Cooking and Heating Stoves.—D. T. Kirkpatrick, of Memphis, has sold an interest in some of the Eastern States in his patent carbonized air burner for cooking and heating. The purchasers are Mr. Henry C. Luckett and associates, who will operate as the Tennessee Carbonized Air Burner Co.

Hardware Establishment.—Mr. A. Heusinger, of San Antonio, Texas, has sold and transferred his stock of hardware, stoves, iron, steel, wagon and carriage material, housefurnishing goods, etc., to the Heusinger-Basse Hardware Co. All correspondence relating to new business should be addressed to the Heusinger-Basse Hardware Co.

Removal of Hansell Spring Co.'s Works.—The entire plant of the Hansell Spring Co., of Newark, N. J., will be removed to Ambler, Pa., in about a month, where a larger factory and increased facilities will be utilized. The company will add considerable new machinery and will be better prepared than before to manufacture railway-car and locomotive springs.

Carver Cotton Gin Co.—This company, of East Bridgewater, Mass., reports "rushed with orders; never since organized employed so many men; been obliged to put in another 100-horse-power engine and boiler and numbers of improved labor-saving machines in order to turn out work promptly." It is worth one's time to visit the company's factory to see the great variety and fine working machinery produced and constantly being shipped. Enough orders are now in sight to keep the plant running to fullest capacity for months to come.

A Good Record.—The extent of sales being a good indication of the services which a company may offer the public, it is interesting to note that Messrs. Fitz-Hugh & Co., of Chicago, Ill. (1634 Monadnock Building), have shipped since February 1 thirty locomotives to all parts of the United States. These engines were sent to lumber roads, mines, etc., to be used for switching purposes and for regular road service. Messrs. Fitz-Hugh & Co. report that their business has never been better than it is at the present time. The firm furnishes rails, locomotives, trucks, cars, electric travelling cranes, machine tools, turntables, etc., and invites correspondence from prospective purchasers of the class of goods which it handles.

A Large Hydraulic Riveting Plant.—The Chambersburg Engineering Co., of Chambersburg, Pa., has received an order for, what it claims, is the largest hydraulic riveting plant ever built. The riveter will weigh when completed 80,000 pounds, and is to be used for riveting rivets in boilers of the heaviest type. It will stand about sixteen feet above the floor line and will extend nine feet below the floor. Also was received an order for a 20-ton hydraulic crane for handling the work to be done by the riveter. The entire plant is being built for the Pittsburg Locomotive Works. The Chambersburg Engineering Co. has also completed a shipment of new type of automatic engines, and is making a large hydraulic riveter for the Schoen Pressed Steel Co., of Pittsburg, to be used on the latter's new steel cars.

Roofing and Sheathing Paper.—One of the marked features of the building trade in recent years has been the remarkable increase in the use of roofing and sheathing of different kinds. The manufacture of materials for such roofing, etc., has become a new industry, and there are many large factories throughout the country producing them, not only for the more costly residences and public buildings, but also for outbuildings. One of the largest manufacturers of roofing and sheathing paper for poultry-houses, barns, sheds and outbuildings of every description is the Garrett-Buchanan Co., of 3, 5 and 12 Decatur street and 14 North Seventh street, Philadelphia, Pa. This company's "Canvas Back" red rope roofing and sheathing paper is claimed to be waterproof, airtight and durable, and to last as long as the building on which it is used. Particulars furnished interested parties on request.

Iron Markets.

Cincinnati, O., June 4.

The past week has been quite an exciting one in the central district. There have been deals under negotiation amounting to 50,000 or 60,000 tons of Southern iron, and the sellers have naturally been very active in their efforts to secure the contracts. The lines of trade principally concerned in the buying movement were stove works, cast-iron pipe foundries and rolling mills. A considerable part of the business has been placed, but some of the buyers are waiting to see whether concessions are obtainable. The striking feature of demand is that in several instances unusually long delivery has been required. The sellers have preferred to make December the limit, but buyers have forced them into conceding several months in 1899. It is expected that within the next ten days most of those who are now testing the market will have bought, but there are many others yet to cover their wants for the last half of this year.

A very favorable sign, showing the enormous consumption of pig iron, is the fact that there is considerable difficulty in getting shipments forward as rapidly as buyers require. Many of the furnaces have only a limited supply of several grades in stock and requests to rush shipments are frequent, while those to hold back are seldom received.

There has been no change in the price of Lake Superior charcoal and coke irons. The demand continues good and prices are based largely on the quality of the iron and condition of the furnace's order-book. Some makers of Lake Superior charcoal iron are able to obtain from 50 cents to $1 per ton above the lowest prices named by others.

Everything indicates enormous consumption of iron during the year, and the question of price depends almost entirely upon the producers.

We quote for cash f. o. b. Cincinnati:

Southern coke, No. 1 foundry	$9 75@$10 00
Southern coke, No. 2 foundry	9 50@ 9 75
Southern coke, No. 3 foundry	9 25@ 9 45
Southern coke, No. 4 & G. F.	8 75@ 9 00
Southern coke, mottled	8 75@ 9 00
Southern coke, No. 1 soft	9 75@ 10 00
Southern coke, No. 2 soft	9 50@ 9 75
Belfont coke, No. 1, Lake Sup.	11 00@ 11 50
Belfont coke, No. 2, Lake Sup.	10 50@ 10 75
Hanging Rock charcoal, No. 1	14 50@ 15 50
Tennessee charcoal, No. 1	12 50@ 13 00
Jackson Co. silvery, No. 1	12 00@ 12 50
Standard Georgia car-wheel	14 25@ 15 00

Chicago, Ill., June 4.

Pig iron has experienced a quiet week. The trading has been confined mostly to small lots aggregating a meagre tonnage. This temporary lull does not by any means indicate that the buying movement has spent itself, but rather indicates merely a breathing spell. There are undoubtedly a good many buyers who have not covered their requirements for the balance of the year and who will sooner or later come into the market.

A very hopeful feeling exists in all lines of business. Prospects are good, money is easy, and everything indicates prosperous times ahead.

We quote for cash f. o. b. Chicago:

Local coke foundry, No. 1	$11 50@ 12 00
Local coke foundry, No. 2	11 00@ 11 50
Ohio Scotch, No. 1	12 00@ 12 25
Ohio Scotch, No. 2	11 50@ 11 75
Jackson Co., Ohio, silvery	12 50@ 14 50
Southern coke, No. 1 foundry	10 85@ 11 00
Southern coke, No. 2	10 35@ 10 60
Southern coke, No. 3	10 10@ 10 30
Southern coke, No. 1 S.	10 60@ 11 00
Southern coke, No. 2 S.	10 35@ 10 60
Southern silveries	11 25@ 11 50
Tennessee charcoal softener	11 35@ 11 80
Standard Georgia car-wheel	14 00@ 16 00
Lake Superior charcoal	12 00@ 13 00

New York, N. Y., June 4.

The Eastern markets present only a faint reflection of the activity that is reported in the West. At the same time there is no diminution in the melt of iron and the furnaces tributary to these markets are as well supplied with orders as perhaps at any time in the past year. The only complaint heard is as to prices, which rule extremely low.

It has been an axiom in the iron trade that easy money and low prices of raw materials tended to increase of consumption, on the ground that such conditions promote new undertakings. Money has again become easy in New York and is likely to remain so during the summer. The effect may not be instantly felt, for the banks even yet are not buying miscellaneous paper, and the demand for bonds, which had dropped almost to nothing, has only just commenced to revive. It will be plainly felt, however, before the summer has advanced.

The talk of consolidation between extensive mining and steel manufacturing interests engages the attention of the street. The names of Minnesota Iron Co., Illinois Steel Co., Cambria Iron Co. and the Rockefellers are mentioned in this connection. The result has been to advance the securities of those companies on the exchanges.

We quote for cash f. o. b. New York:

No. 1 X standard Alabama	$10 75@ 11 00
No. 2 X standard Alabama	10 50@ 10 75
No. 1 X lake ore coke iron	12 50@ 12 75
No. 2 X lake ore coke iron	12 00@ 12 25
Niagara coke malleable	12 00@ 12 25
Rome (Ga.) charcoal	15 00@ 15 50
Hinkle L. S. charcoal	13 00@ 13 50

ROGERS, BROWN & CO.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

FOR MUTUAL CREDIT.

Proposed Financial Legislation for Farmers of Canada.

United States Consul Abram E. Smith, of Victoria, B. C., has made a report upon the proposed law for the establishment of agricultural credit associations in Canada. The system of agricultural credit banks or associations has been quite successful in Germany, Italy, France and other European countries, and has been started recently in Great Britain and Ireland. Briefly outlined, the Canadian measure is as follows:

Any number of farmers or traders of a community of twenty-five or more members may form themselves into an association, paying an entrance of $5 each and subscribing to a certain number of shares, the number of shares to be proportionate to the amount which a member may reasonably be supposed to become good for in case he is called upon. The membership fees are, as paid in, deposited with the government to the credit of the member and draw interest, accumulating to the credit of the member. The fund so formed is not called into requisition, except in case of the failure or part failure of the association to pay its liabilities. In case of a member withdrawing, he is entitled to a refund with a premium. No amount of the shares is necessary to be paid up; they simply stand as a guaranty to the government, much in the sense of a promissory note, that the member will pay the amount of the shares subscribed in case of an emergency. Every share carries with it a double liability, so that the government is thoroughly well protected against risk of loss. The association borrows money on the aggregate value of its shares, by issuing debentures at, say, 3 or 3½ per cent., which may be guaranteed by the government. The association loans money to its members, taking into consideration for security personal worth, industry and assets, real and personal. Under this system the reproductive earnings of a man, together with his general character and standing in the community as to honesty, industry and intelligence, will constitute part of his general credit, much as it does in ordinary banking circles.

The modus operandi of the associations is shown fully in the model rules and regulations submitted with the bill. There is a managing committee, to whom all applications for loans must be made, and each application is considered upon its own merits. For instance, if a man wants money to buy stock with or agricultural machinery, or to underdrain his land, or clear or carry on any of the ordinary operations of his farm, he may apply to the managing directors, who meet once or twice a month to consider such applications. The managing committee must satisfy themselves of three things: (1) That the member is personally and in character and surety offered good security for the amount loaned; (2) that he absolutely requires the loan, and that the expenditure will be beneficial and reproductive; (3) that the money loaned will be applied in the most useful and economical manner. The objects for which loans may be obtained may be indicated as follows: (a) Drainage, which is the substructure of farming; (b) clearing of land; (c) purchase of stock and implements; (d) fences and buildings; (e) co-operative dairying, etc.; (f) any other reproductive work or expenditure approved by the association. The safety of the system consists in this fact, that the managing committee, being personally responsible to all other members, will exercise the greatest care in regard to the loans made, and, being acquainted with those to whom money is loaned, can exercise a greater care than would otherwise be possible. In addition to the committee of management, there is a committee of audit, consisting of six members, who may investigate the affairs of the association and examine the books at any time. In addition to this again, the affairs of the association are subject to the scrutiny of the government auditor, who may at any time intervene and prevent an improper working of the system.

It is not proposed by this measure to pay off mortgages on farms, but it is designed to help new settlers of small effects to secure money at a low rate of interest for permanent improvements.

Investments at Louisville.

It is stated on excellent authority that there is such an accumulation of money at Louisville, Ky., that large investments are being made in various securities. The trust companies, especially, it is stated, are buying largely of the gilt-edge issues, and bonds are bringing very high prices. The 4½ per cent. first mortgages of the Mobile & Montgomery division, guaranteed by the Louisville & Nashville, have become popular and are sold in large quantities. Louisville Railway 5s have sold at 114¼, the highest price they have ever touched. L. & N. unified 4s are always in good demand, and there is now a demand in Southern Railway 5s.

New Corporations.

The Bank of Patterson, La., has opened for business, with F. B. Williams as president, P. J. Morey, cashier, and W. Drew, bookkeeper.

The comptroller of the currency has authorized the People's National Bank of Denton, Md., to begin business with $50,000 capital. Jos. H. Bernard is president.

The People's Bank, at Cordele, Ga., has been organized by W. S. Witham, of Atlanta, and R. S. Wilson, of Unadilla, Ga. It is to begin business about July 1, and will be one of the chain of banks in which Mr. Witham is interested in that State.

The Guarantee Loan & Banking Co., of Dallas, Texas, has been chartered with capital stock of $2500. The purpose of the corporation is to do a general investment business. The incorporators are T. B. Bomar, William A. Bomar, M. H. Turner and J. A. Wilhite, all of Dallas.

New Securities.

The Charleston (S. C.) Cotton Mills Co. will issue $125,000 in bonds to supply working capital, it is stated.

The proposed issue of bonds to be made by Ocala, Fla., will be decided upon at an election to be held on June 20. R. G. Blake is city clerk.

The city of El Paso, Texas, will probably place on sale in the near future $45,000 worth of 6 per cent. bonds. The mayor will give further information.

The Richmond, Petersburg & Carolina Railroad Co. announces that it is ready to issue $100,000 in bonds, which are to be delivered to the city of Petersburg, Va.

City Attorney Webb has decided that the city of Sherman, Texas, has the right to issue $20,000 in sewer bonds. The question will now be considered by the board of aldermen.

An election will be held at Brunswick, Md., at a date to be fixed in August next to vote on an issue of $3500 in 5 per cent. bonds. The mayor will give further information.

The Noel-Young Bond & Stock Co., of St. Louis, Mo., has purchased $25,500 of 5 per cent. refunding water-works bonds of the city of Abilene, Texas, at par. Bonds are dated February 28, 1898.

Dividends and Interest.

The Bank of Amite City, La., has declared a semi-annual dividend of 5 per cent.

The Louisa Milling Co., of Louisa, Ky., has declared an annual dividend of 15 per cent.

The Kentucky Wagon Co., of Louisville, Ky., has declared an extra dividend of 1¼ per cent.

The St. Louis & San Francisco Railway Co. has declared a semi-annual dividend of 2 per cent. on its first preferred stock and a dividend of 1 per cent. on second preferred stock.

The announcement that the Bonsack Machine Co. has declared a semi-annual dividend of 12 per cent. will make the total dividend payments of the company this year 24 per cent., amounting to $360,000. This company, which is located at Lynchburg, Va., controls special machinery for making cigarettes.

The following June interest payments are being made in Baltimore: By Alexander Brown & Sons, City & Suburban Railway 5 per cent. bonds; Hambleton & Co., 5 per cent. bonds of the North Baltimore Division of the Traction Co.; First National Bank, bonds of the Chesapeake Gas Co.; Mercantile Trust & Deposit Co., Wm. A. Moale first 6s, City of Norfolk 5s, Manchester Water Co. first 6s, Seaboard Air Line 5s, Monongahela River Railroad 6s, City of Lynchburg refunding 4½s and Port Norfolk Electric Railway Co. first 6s.

Financial Notes.

John K. Branch has been elected vice-president of the Merchants' National Bank of Richmond, Va.

It is announced that after July 1 the Natchez (Miss.) Savings Bank will be changed to the Merchants & Planters' Bank. Maurice Moses is president, and A. Moses, cashier.

The following officers have been elected by the Baltimore Stock Exchange: President, Derick Fahnestock; chairman, Clymer Whyte; vice-president, John M. Nelson; secretary and treasurer, Eustis Thompson.

Financial people believe that our relations with Spain are rapidly ceasing to be an important factor in the security market, and that the present, therefore, offers an attractive opportunity to make investments to advantage. The growing ease in the money market throughout the country tends to show the confidence of the thinking public in the ability of the United States to bring the war to a successful close in the near future. Many leading financiers take the ground that as soon as peace negotiations shall have been concluded with Spain there will be not only a return of securities to their former level, but a still higher range of prices. The feeling in financial circles is shown in the disposition to place securities on the market again, and in this week's issue the Mercantile Trust & Deposit Co. of Baltimore is advertising the bonds of the People's Gas Light & Coke Co., of Chicago, as a very attractive investment.

The Alabama exhibit at the Omaha Exposition will consist of the mineral display made by the State at Atlanta, Birmingham-made steel and other products.

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Fan-system Apparatus.—It is interesting to note the new and extensive fields which constantly develop for the use of fan-system apparatus. Special study of the problems incident thereto with tests are promptly begun and continued by experts of long experience until an economical and reliable basis for calculating the proper sizes and applications is reached. An instance of this nature is the drying of gumdrops and other products of the confectionery. These outfits involve regular fan-system apparatus, i. e., steel-plate fan and engine and heater. Some time ago the Buffalo Forge Co., of Buffalo, N. Y., supplied J. K. Farley Manufacturing Co., of Chicago, Ill., with such a drying outfit. This plant has been in operation sufficiently long for its efficiency to be determined. The company speaks thereof in the highest terms and advises that it is shipping a carload of gumdrops to London dried by the "Buffalo" fan system.

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The Pennsylvania Railroad Co. announces that the rate for handling baggage under its "Special Delivery System," in operation between Philadelphia, Baltimore, Washington, New York, Atlantic City, Cape May, Long Branch, Asbury Park, Ocean Grove, Avon, Belmar and Spring Lake, N. J., has been reduced where the rate has been $1 per piece to 75 cents per piece.

This system affords the prompt delivery of personal baggage and relieves the passenger of all care and anxiety. Under it the passenger may send his baggage in advance, with the assurance that it will be awaiting him on his arrival at destination—at house or hotel. †

RECEIVER'S SALE.

By virtue of an order granted by Hon. J. H. Lumpkin, judge of the Superior Court of Fulton County, on June 3, 1898, in the case of George S. Brown vs. Brown & King Supply Company, I will receive sealed bids up to 9 o'clock A. M. June, 25th instant, for all the assets of said company, both as a whole and in lots. The assets will be divided into lots, as follows: Belting, hose packing, etc.; cotton mill supplies, machinery, tools, etc.; plumbers' supplies, miscellaneous book accounts, store fixtures. And separate bids for each lot, as well as for the assets as a whole, will be received.

Copies of invoice of each lot can be had on application to me. Terms cash.

The court reserves the right to reject any or all bids. GEORGE S. BROWN, Receiver.

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Dealers in RICHMOND, VA.

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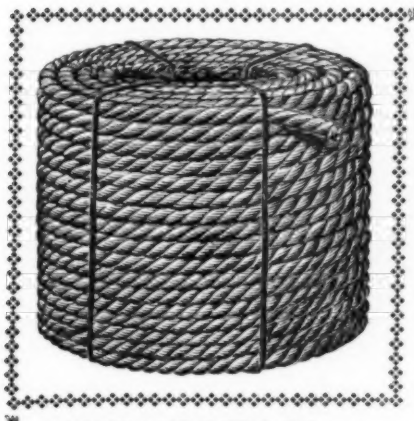

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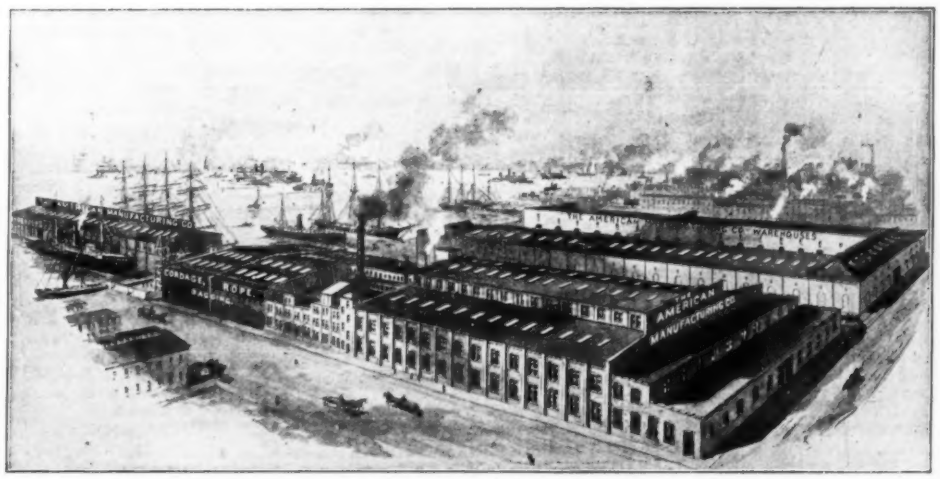

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Ads. marked thus * appear every other week.

Ads. marked thus † appear in first issue of each month.

Ads. marked thus ‡ appear in second issue of each month.

Ads. marked thus ‡ not in this issue.

PROPOSALS.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., May 31, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 29th day of June, 1898, and then opened, for the rear wall, steel and iron work, skylights, brick and terra cotta floor arches and partitions, and certain changes, &c., for the U. S. Post Office and Court House building at Kansas City, Missouri, in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Kansas City, Missouri. JAMES KNOX TAYLOR, Supervising Architect.

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$100,000

Five Per Cent. Fifty-Year Gold Bonds

(Refunding Mortgage)

People's Gaslight and Coke Company

OF CHICAGO.

FINANCIAL STATEMENT.

Gross earnings for year ending December 31, 1897	$6,539 668 00
Operating expenses (same period)	3,424,169 00
Net earnings	$3,115,499 00
Interest charges	1,580 300 00
Surplus earnings	$1,535,199 00
The Company had on hand on December 31, 1897, a cash balance of	$1,193,665 00

SALES OF GAS, 5,238,237,008 Cubic Feet.

From the above statement it will appear that the surplus earnings for the year ending December 31, 1897, were over six per cent. on the $25,000,000 capital stock. The Company is paying regular quarterly dividends of 1½ per cent. This stock is now commanding a premium, which would indicate an equity of over $25,000,000.

The bonds which we now offer are part of an issue of $2,500,000 Refunding Five Per Cent. Bonds issued to take up a like amount of bonds secured by first mortgage on the plant of the Chicago Economic Fuel Gas Company, and are also a first mortgage on the property of the Suburban Gas Company. The estimated value of these plants is over three times the amount of the refunding mortgage bonds now outstanding, and the earnings of the properties are as follows:

Receipts from Economic Plant for 1897	$1,152,836
Receipts from Suburban Plant for the first six months of 1897	201,439

From the above statement it is conservatively estimated that the GROSS ANNUAL RECEIPTS FROM THE ECONOMIC AND SUBURBAN PLANTS NOW EXCEED **$1,550,000.** The bonds secured by the refunding five per cent. mortgage are, in the opinion of the attorneys who have passed on the proceedings, A FIRST LIEN ON THE PLANT OF THE CHICAGO ECONOMIC FUEL GAS COMPANY AND ON THE PROPERTY OF THE SUBURBAN GAS COMPANY, AND ALSO A GENERAL MORTGAGE ON ALL OF THE PROPERTY AND FRANCHISES NOW OWNED OR HEREAFTER ACQUIRED BY THE PEOPLE'S GASLIGHT AND COKE COMPANY, WHICH HAS A PERPETUAL FRANCHISE AUTHORIZING IT TO OPERATE IN ALL PARTS OF THE CITY. Provision for the refunding of the various underlying bonds is made in this mortgage, and eventually they will all be replaced by the refunding five per cent bonds, which will become a first mortgage on the entire property.

We offer these Bonds at **104¾** and interest, at which price they net **4¾** per cent.

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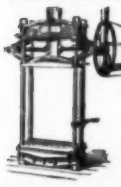
OF BALTIMORE.

The Boomer & Boschert



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Advertisements under this head will be inserted hereafter at the rate of one cent a word for each insertion.

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It is a nice ornament to any lawn. It greatly lessens the expense of keeping up a lawn, because the Hose is kept in order.

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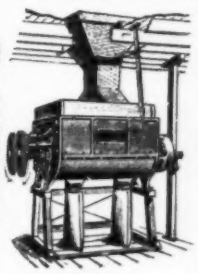

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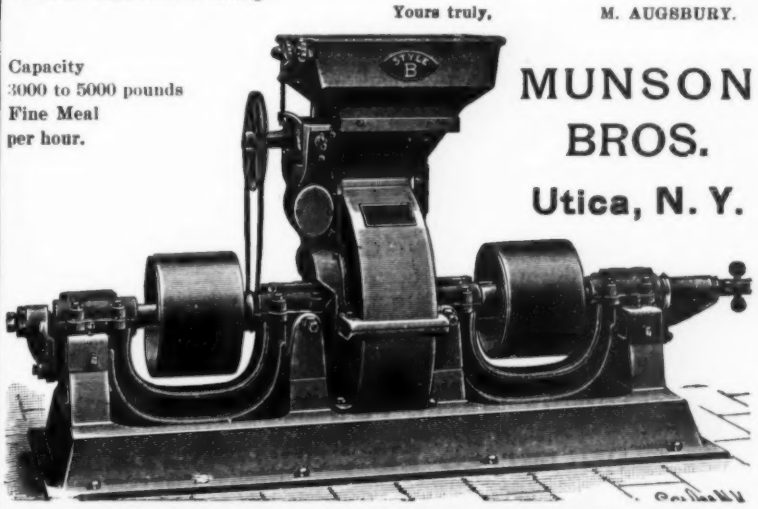

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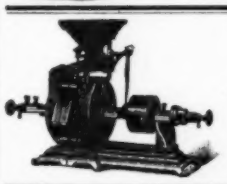

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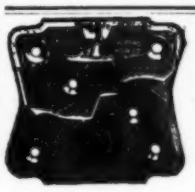

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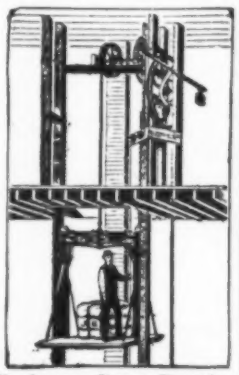

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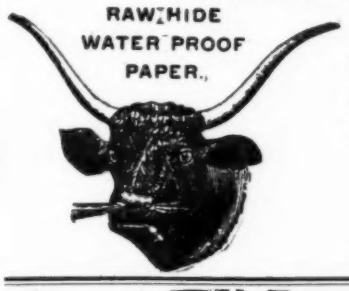

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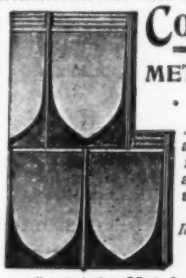

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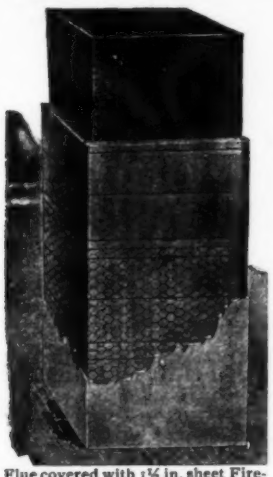

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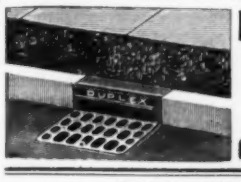

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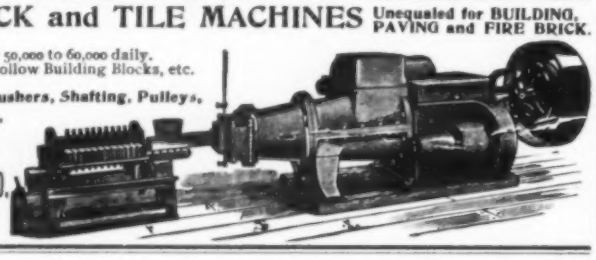

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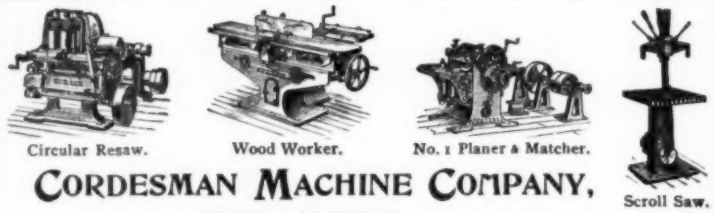

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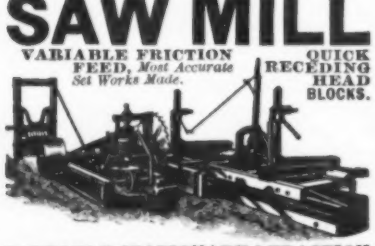

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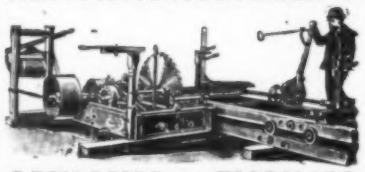

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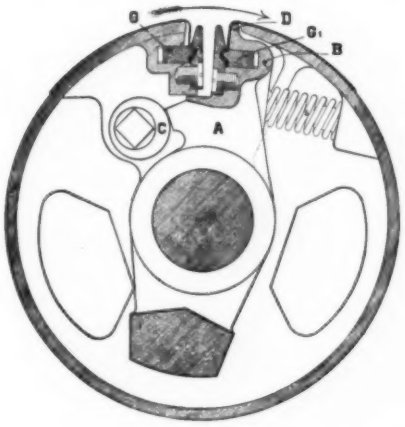

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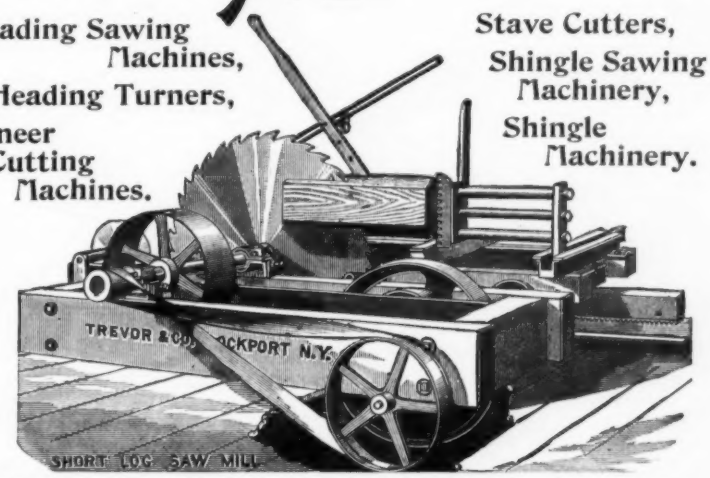

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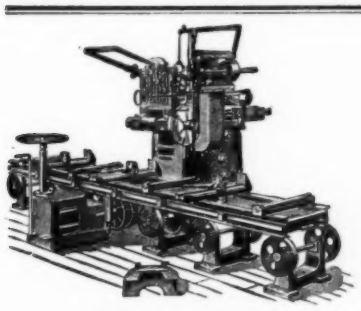
For Car Shops, Planing Mills, Furniture Factories, Wheel and Vehicle Makers, &c.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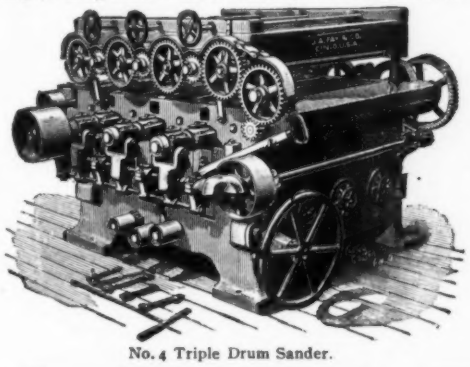
More of our Machinery is in use and more is sold today than any other make.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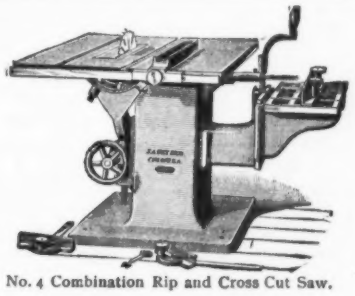
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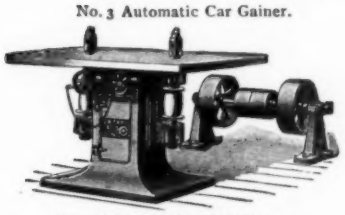
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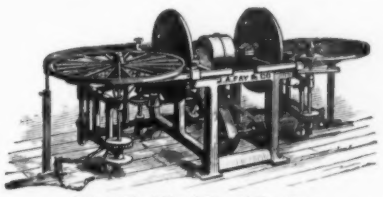
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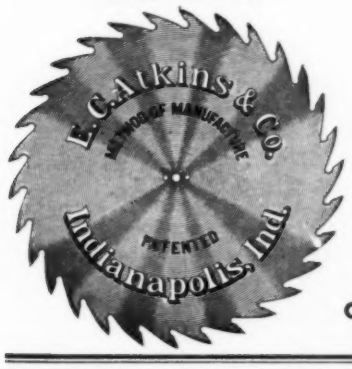

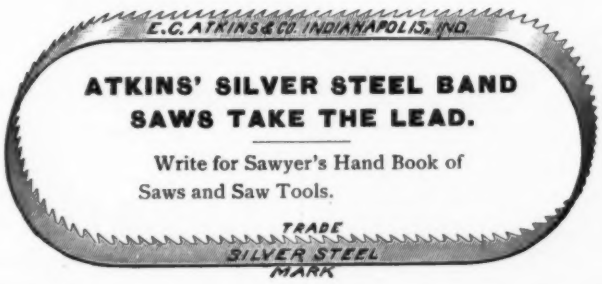

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Ribbers single and double feed. Write for full particulars.
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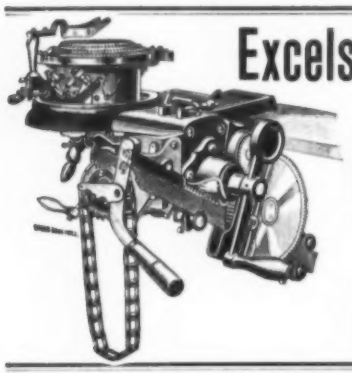
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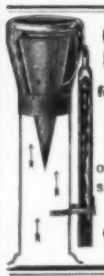
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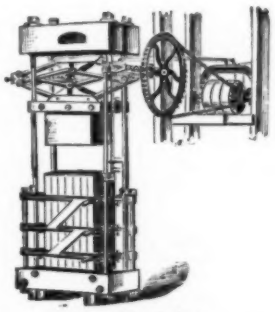
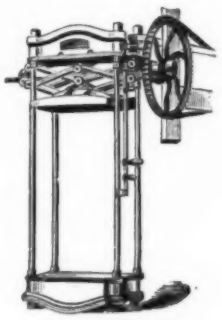
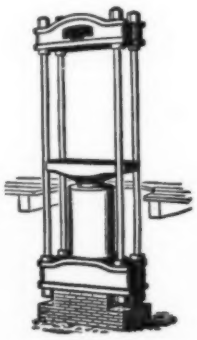

Knuckle-Joint
Cloth Baling Yarn and Press.


Knuckle-Joint
Cloth-Baling and Finishing Press.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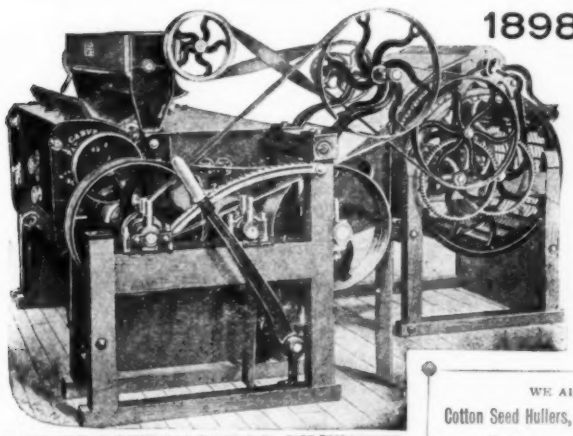

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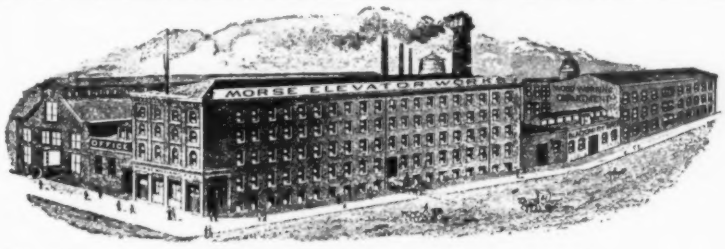

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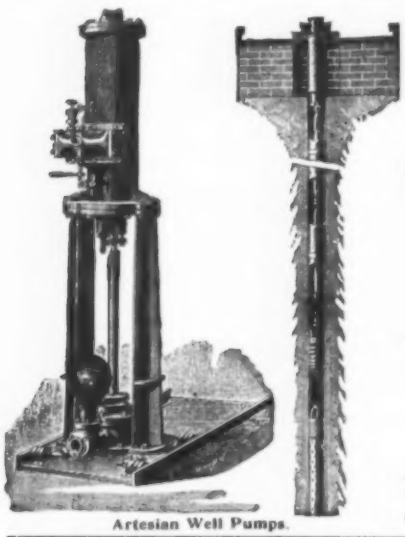

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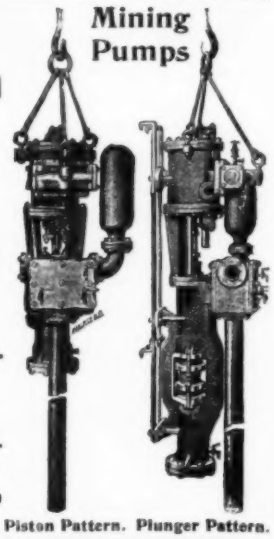

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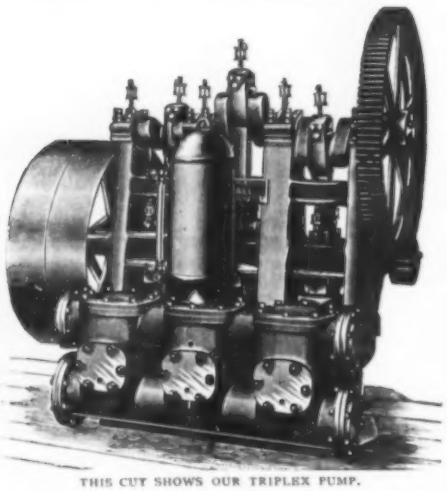

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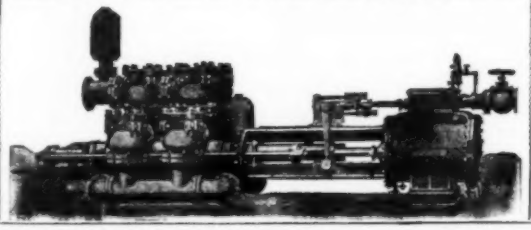

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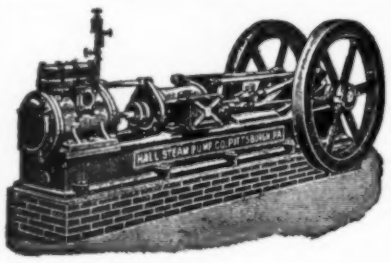

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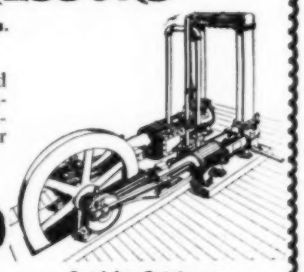

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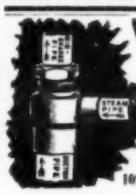

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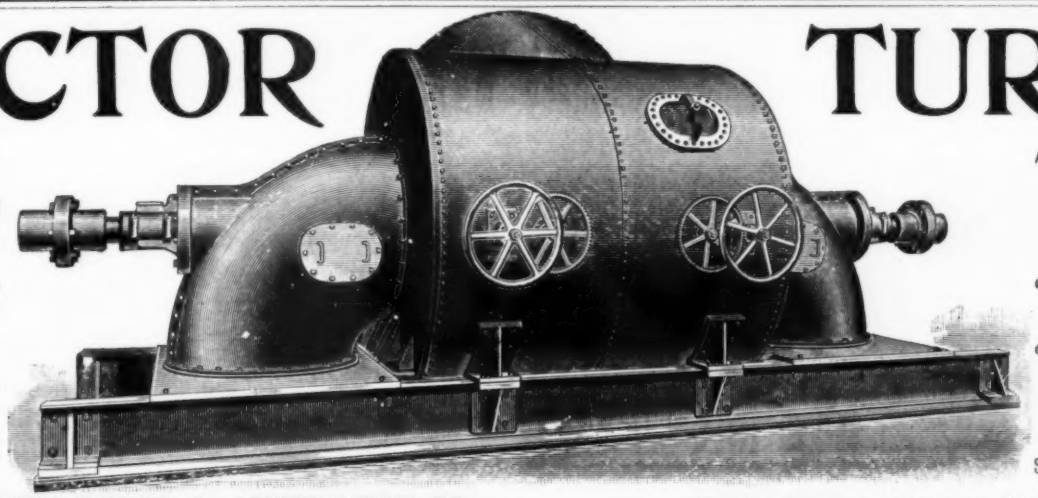

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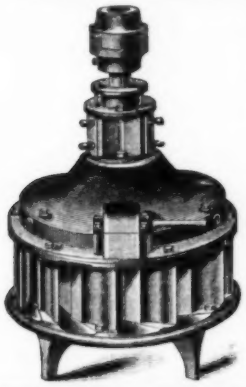

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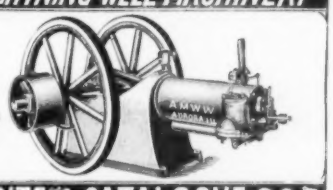

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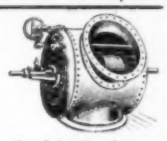

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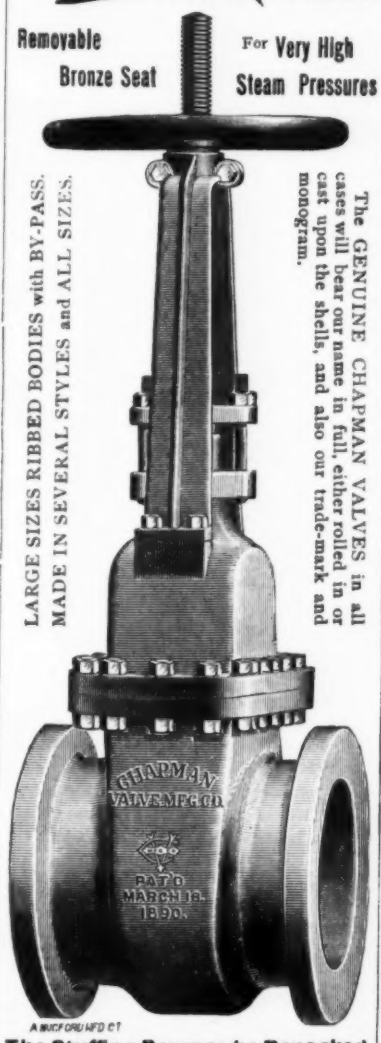

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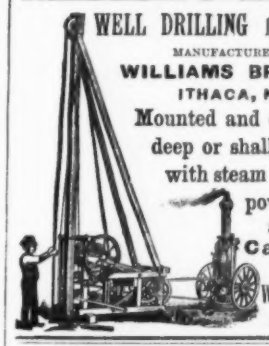

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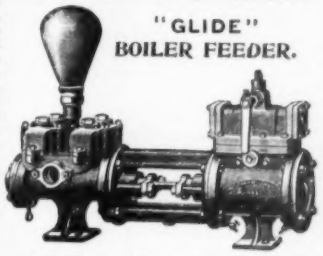

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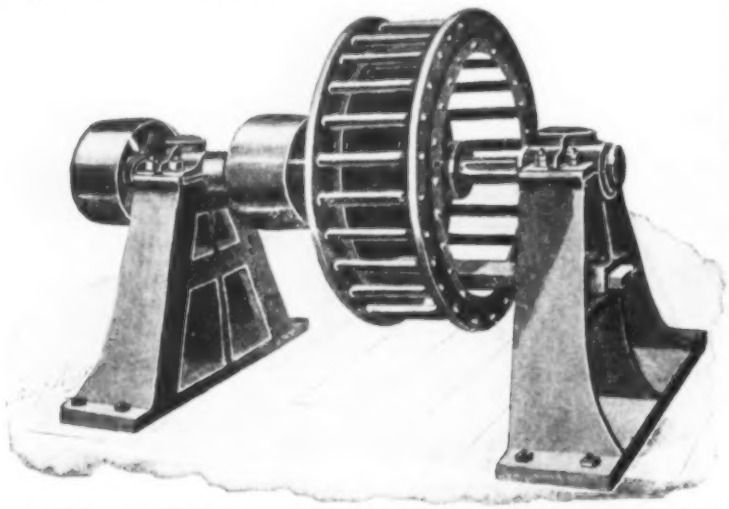

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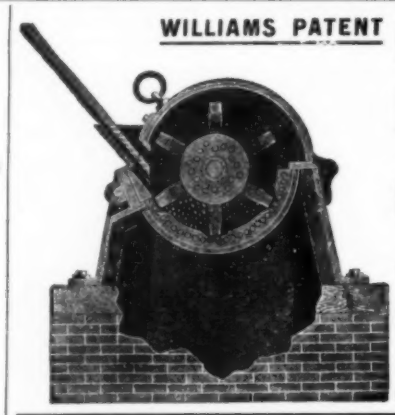

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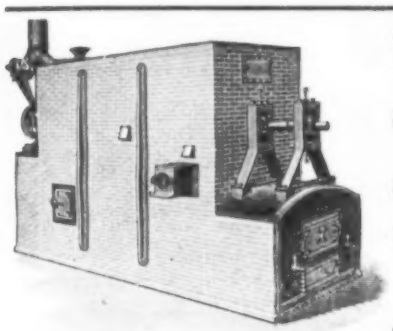

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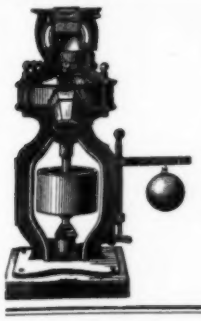

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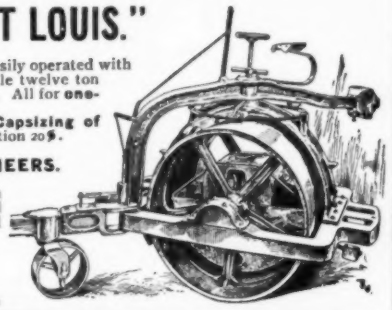

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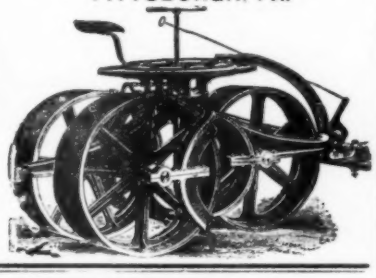

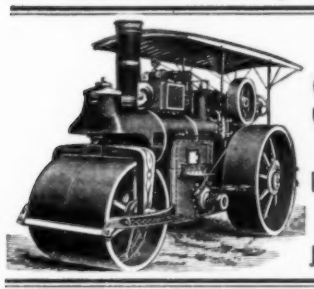

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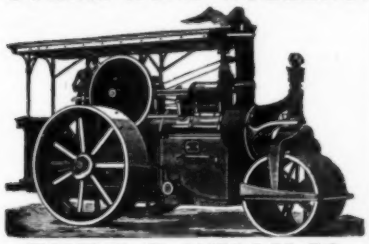

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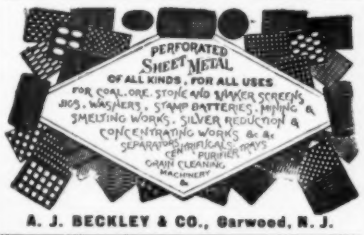

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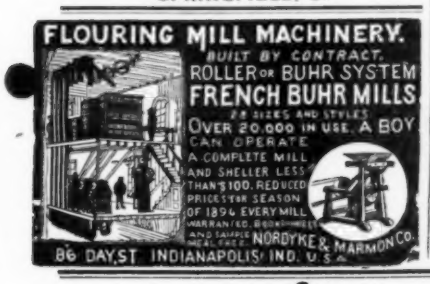

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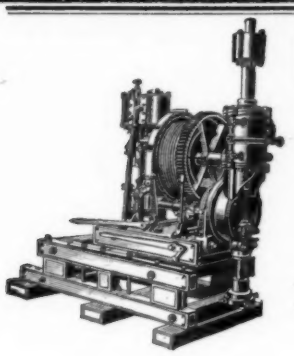

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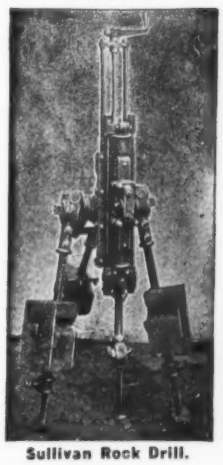

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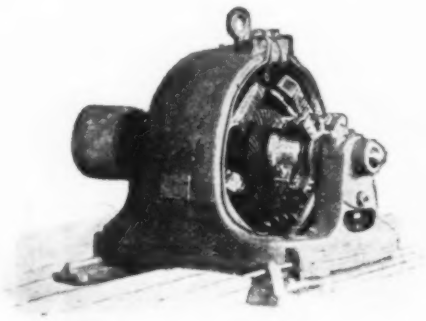

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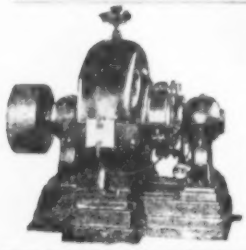

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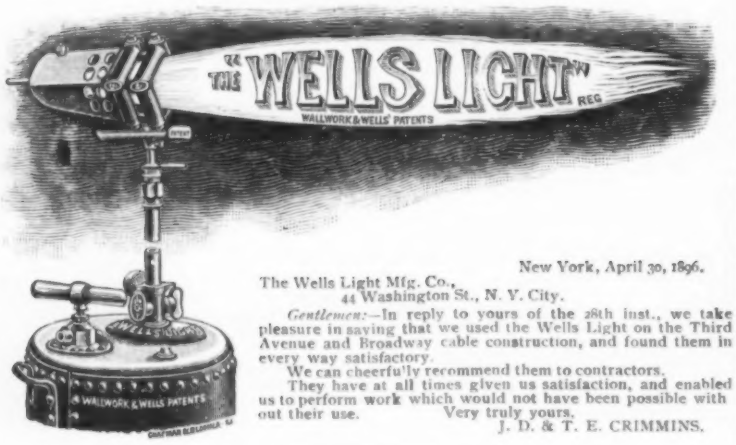

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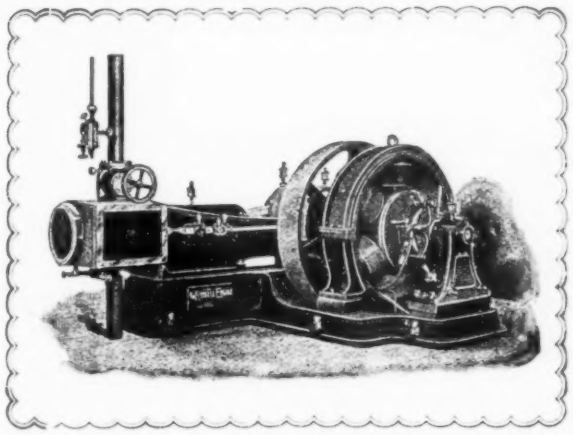

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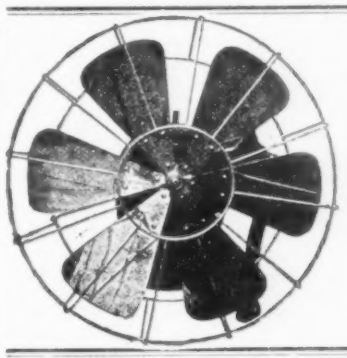

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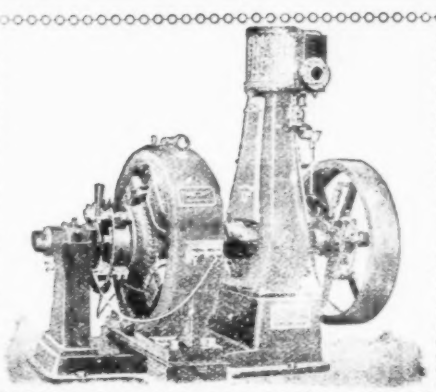

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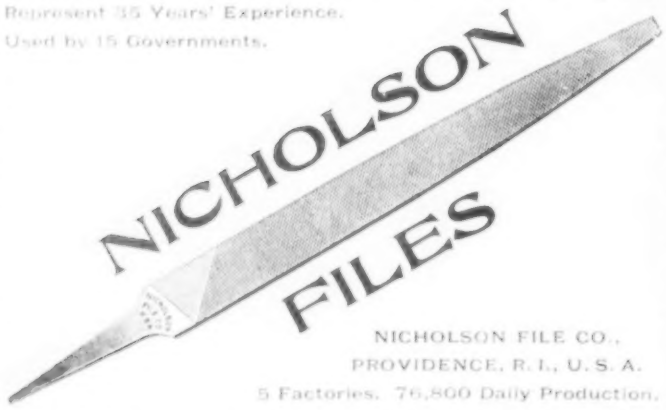

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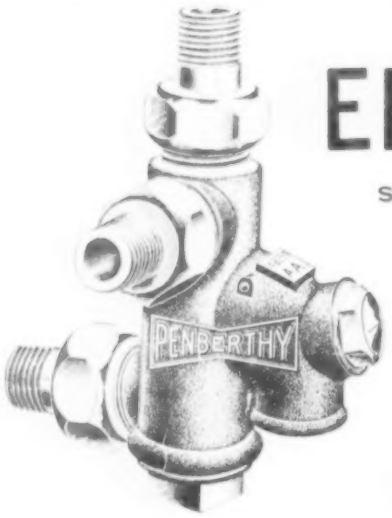

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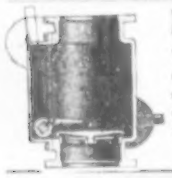

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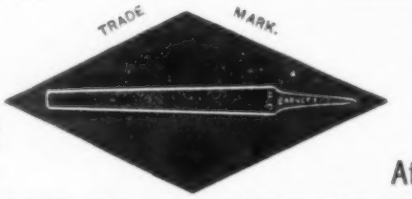

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